REPORT

OF

The Indian Merchants' Chamber and Bureau.

For the Year 1910-1911.

(Sept. 1st, 1910—Aug. 31st, 1911.)

Presented to the Annual General Meeting held on the 15th October 1911.

00133671

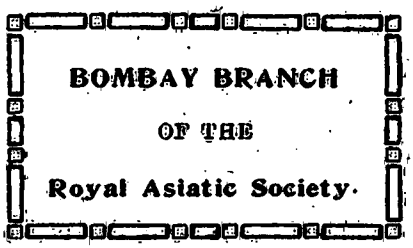
Bombay:
CROWN PRINTING WORKS.

1911.

Presented

by

JEHANGIR BOMANJEE PETIT.



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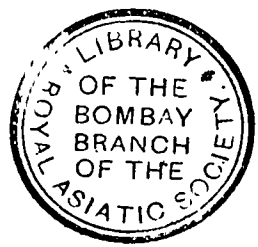

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List of Members of the Indian Merchants' Chamber and Bureau.

	Members.	Representatives.
1	Mr. Bamanji Dinshaw Petit.	(self)
2	Messrs. Morarji Goculdas and Company	(Mr. D. E. Wachha).
3	,, Chhagandas and Company	(Mr. Jivandas Pitamber).
4	,, Pragji Surji and Company.	
5	Mr. Mulji Haridas.	(self).
6	Messrs. Dinshaw D. Karani and Company	(Mr. Dinshaw Dosabhai Karani).
7	,, M. M. Batlivala and Company	(Mr. M. M. Batlivala).
8	,, Bamji and Company.	(Mr. Jamshedji Edulji Bamji).
9	Hon'ble Mr. Munmohandas Ramji	(self).
10	Messrs. Jethabhai Walji and Company	(Mr. Jethabhai Walji).
11	,, Matubhai Vussanji and Company	(,, Vussanji Naranji).
12	,, Waljee Sunderji and Company	(,, Walji Sunderji).
13	,, Madhavji Thakersey and Company	(,, Madhavji Thakersey).
14	,, Pragji Vundravan and Company	(Mr. Luxmidas Purshotum).
15	,, Jamnadas Sunderji and Company	(Mr. Jamnadas Sunderji).

	Members.	Representatives.
16	Messrs. Murarji Velji and Company	(Mr. Murarji Velji).
17	,, Damoder Haridas and Company	(Mr. Haridas Murarji).
18	,, Valji Shamji and Company	(Mr. Kallanji Damoder).
19	,, Bhukhundas Govindji and Company	(Mr. Lalji Govindji).
20	,, Morarji Govindji and Company	(Mr. Govindji Jivandas).
21	,, Chunilal Sakalchand and Company	(Mr. Jhaverchand Kalianji)
22	,, Talukchand Jetha and Company	(Mr. Hemchand Amarchand).
23	,, Hemraj Kanji and Company	(Mr. Hemraj Kanji).
24	,, Ghela Dayal and Company	(Mr. Goculdas Jivraj).
25	,, Gordhandas Naranji	(Mr. Naranji Nursey.
26	,, Chaturbhuj Jivandas and Company	(Mr. Chaturbhuj Jivandas).
27	,, Gopalji Walji and Company	(Mr. Gopalji Walji).
28	,, Vullabhdas Jamnadas and Company	(Mr. Vullabhdas Jamnadas).
29	,, Jairam Hari and Company	(Mr. Devidas Damoder).
30	,, Mulji Kersandas and Co.,	(Mr. Mulji Kersandas).
31	,, Chaturbhuj Shivji & Company	(Mr. Chaturbhuj Shivji.)
32	,, Damoder Govindji & Company	(Mr. Vithaldas Damoder Govindji)
33	,, Mathuradas Goculdas & Co.,	(Mr. Mathuradas Nensi Chaturbhuj).
34	,, Mulji Damoder & Company	(Mr. Vussanji Mulji).
35	,, Devkerendas Narandas & Co.,	(Mr. Devkerendas Mulji).
36	,, Vullabhdas Kanji & Co.,	(Mr. Vullabhdas Kanji).

	Members.	Representatives.
37	Messrs. Sunderdas Padamsey & Company	(Mr. Sunderdas Padamsey).
38	,, Lalji Tricumji & Company	(Mr. Ruttansey Meghji).
39	,, Girdhardas Jethabhai & Company	(Mr. Girdhardas Jethabhai).
40	,, Padamsey Munji & Company	(Mr. Vullabhdas Meghji).
41	,, Chotatal Mulchand & Co.,	(Mr. Kallianji Mavji).
42	,, Jugjiven Hemraj & Company	(Mr. Goculdas Jadavji Jugjivan).
43	,, Tricumdas Purshotum & Company	(Mr. Purshotum Kooverji).
44	,, Kanji Kursan & Company	(Mr. Harjivan Walji.)
45	,, Bhalchundra Balvant & Co.,	(Mr. Balvant Ramchundra).
46	,, Hemraj Waljee & Company	(Mr. Jivandas Hemraj Walji)
47	,, Visram Dhanji & Company	(Mr. Vundravandas Walji).
48	,, Raghaoji Annandji & Co.,	(Mr. Purshotum Mulji).
49	,, Bhimji Rawji sons & Company	(Mr. Chhabildas Luxmidas Bhanji).
50	,, Runchhordas Thakersey & Co.,	(Mr. Devidas Madhaovji Thakursey)
51	,, Lalji Naranji & Company	(Mr. Dwarkadas Naranji).
52	,, Purshotum Luxmidas & Co.,	(Mr. Dwarkadas Vussauji).
53	,, Cuverji Dharamsey & Co.,	(Mr. Mathuradas Kuverji).

	Members.	Representatives.
54	Messrs. Ranchhordas Valabhai & Co.,	(Mr. Ranchordas Valabhai).
55	,, Kersandas Purshotum & Co.,	(Mr. Kersandas Premji).
56	,, Murarji Kallanji & Company	(Mr. Goculdas Damoder).
57	,, Bhimji Kara & Company	(Mr. Bhimji Kara).
58	,, Ramdas Madhavji & Company	(Mr. Madhavji Jaisung).
59	,, Motilal Keshavji & Company	(Mr. Motilal Vullabhji).
60	,, Manji Walji & Company	(Mr. Mathuradas Manji Walji).
61	,, Hemraj Jesung & Company	(Mr. Narayandas Haribhai).
62	,, Ravjibhai Naranji & Co.,	(Mr. Ravjibhai Naranji).
63	,, Hargovind Chattu & Co.,	(Mr. Carsandas Hargovind).
64	,, Gopalji Walji Sunderji & Company	(Mr. Gopalji Walji Sunderji).
65	,, Jivram Vussanji & Company	(Mr. Jeshtharam Jivram).
66	,, Purshotum Govindji & Company	(Mr. Haridas Purshotum).
67	,, Versey Curramsey & Company	(Mr. Valji Sunderji).
68	,, Kalidas Dharamsey & Company	(Mr. Purshotum Kanji).
69	,, Hormasji Bejanji & Company	(Mr. Gordhandas Purshotum).
70	,, Ramji Luxmidas & Company	(Mr. Dwarkadas Narandas).

	Members.	Representatives.
71	Messrs.	Gordhandas Morarji & Company (Mr. Gordhandas Morarji).
72	,,	Purshotum Dwarkadas & Co., Mr. Damuder Bhagwandas).
73	,,	Vullabhdas Luxmidas & Co., (Mr. Chhagan Gopalji).
74	,,	Hiralal Amratlal & Co., (Mr. Manilal Lallubhai).
75	,,	Thakersey Mulji & Company (Hon. Sir Vithaldas D. Thakersey).
76	,,	Jutha Kanji & Company (Mr. Motilal Kanji).
77	,,	Pranjivan Naranji & Co., (Mr. Pranjivan Naranji).
78	,,	Hariram Velji & Company (Mr. Dwarkadas Vallabhji).
79	,,	Purshotum Kalidas & Company (Mr. Purshotum Kalidas).
80	,,	Hirji Dayal and Company (Mr. Lalji Dayal).
81	,,	Walji Khimji & Company (Mr. Vulabhdas Valji).
82	,,	Bamanji Shapurji & Company (Mr. Dinshahji Bammanji Chothia).
83	,,	Raghunathji Tarachand & Co. (Mr. Narotam Gordhandas).
84	,,	Madanji Mavji & Company (Mr. Madanji Monji).
85	,,	Damoder Valji & Co., (Mr. Herji Rustamji).
86	,,	Goculdas Shivji & Co., (Mr. Sunderji Damoder).
87	,,	Cursondas Kalianji & Co., (Mr. Chaturbhuj Cursandas Shroff).
88	,,	Raghavji Ebji & Co., (Mr. Ragahvji Ebji).
89	,,	Hormasji Khursetji & Company (Mr. Phiroz C. Settna).

	Members.	Representatives.
90	Messrs. Cawasji Temulji & Company	(Mr. Temulji Burjorji).
91	,, Bhimji Dwarkadas & Company	(Mr. Dhanji Bhimji).
92	,, Amritlal Jagjivan & Company	(Mr. Jagjivan Sheskaran).
93	,, Mulji Jetha & Company	(Mr. R. D. Sethna).
94	,, Jamshedji Framji Kharas & Co.,	(Mr. Ardeshar J. Kharas).
95	,, Ramji Thakarsey & Company	(Mr. Pitamber Bhagwanji).
96	,, Shamji Vundravandas & Co.,	(Mr. Bhagwandas Harikrishna).
97	,, Gopalji Kallianji & Co.,	(Mr. Permanand Damoder).
98	,, Bhagwandas Bhawanbhai & Co.,	(Mr. Vrujlal Bhagwandas Bhawanbhai).
99	,, Mulji Padamsey & Company	(Mr. Hirji Topan).
100	,, Liladhardas Dwarkadas & Co.,	(Mr. Sunderji Walji).
101	,, Keshavram Pragji & Company	(Mr. Keshavram Pragji).
102	,, Ratansey Kanji & Company	(Mr. Padamsey Ratansey).
103	,, Nagardas Purshotum & Co.,	(Mr. Mehta Bhagwandas Keshauji).
104	,, Edulji Carsetji & Company	(Mr. Jamshedji Edulji Banatvala).
105	,, Chaturbhuj Haridas & Co.,	(Mr. Haridas Purshotum).
106	,, Keshauji Haridas & Co.,	(Mr. Haridas Mauji).
107	,, Annandji Walji & Co.,	(Mr. Premdas Khimji).

	Members	Representatives.
108	Messrs. Damoder & Nusurvanji & Company	(Mr. Dorabji Nusurvanji).
109	,, Wamen Shridhar & Co.,	(Mr. Waman Shridhar Apte).
110	,, Revashanker Jagjivan	(self)
111	Messrs Motital Dahyabhai & Co.,	(Mr. Motilal Dahyabhai).
112	,, Devji Kanji & Company	(Mr. Sherrif Devji Kanji).
113	Mr. Jainarayan Dani	(self).
114	Sir Shapurji B. Bharucha	(self).
115	Messrs. Narandas Rajaram & Co.,	(Mr. Purshotumdas Thakordas).
116	,, Haji Muhamad Ismail & Co.,	
117	Mr. Ruttonsey Muleji	(self).
118	,, Bhaidas Narotumdas	(self).
119	,, Ramdas Khimji	(Mr. Goculdas Jamnadas).
120	Messrs Phirozshah B. Petit & Co.,	(Mr. Pherozshah B. Petit).
121	,, Dhanjibhai B. Petit & Co.,	(Mr. Dhanjibhai B. Petit).
122	Mr. S. R. Bamanji	(self).
123	Raja Bahadur Shivlal Motilal.	
124	Messrs Sunderji Arjun & Company	(self).
125	,, Khimji Vishram & Company	(Mr. Khimji Dayalji).
126	Hon. Sir Ibrahim Rahimtulla	(self).
127	Mr. Vullabhdas Kalianji	(self).
128	,, Kaikhushru Manekji	(self).
129	Messrs. Drewet Chawna & Company	(Mr. Palanji Dadabhai Chavna).
130	,, O. H. Nazar & Company	(Mr. O. H. Nazar).
131	,, Gordhandas Khatau	(self).
132	,, N. D. Dadyseth	(self).

	Members.	Representatives.
133	Messrs. Kavasji Dinshah Brothers	(Mr. Shavaksha Kavasji Dinshah).
134	Mr. Harmukhrai Govindram	(self).
135	Messrs. Shaikh Ahmed Shaikh Dawood & Company	(Mr. Hiralal Bhogilal).
136	,, The All India United Insurance Company Ltd.	(Mr. Rahim Jasub).
137	Rao Bahadar Vussanji Khimji	(Mr. Mathuradas Vussanji).
138	Mr. Tarachand Ghunshyamdas.	
139	,, A. C. Rice	(self).
140	,, Trimbak Zinabhai	(self).
141	Messrs. Jhaveri & Company	(Mr. J. N. Jhaveri).
142	,, Alembic Chemical works	(Mr. Bhailal Dajibhai Amin).
143	Mr. Kursandas Mulji Jaitha	(self).
144	Messrs. The Grain Merchants Association	(Mr. Naranji Haribhai).
145	,, K. P. Kothare & Company	(Mr. Krishnarao. Pershotum Kothare)y
146	,, The Indian Mercantile Insurance Compan	(Mr. Dadabhai Edulji Pavri).
117	Hon. Mr. Lallubhai Samaldas	(self).
148	Messrs. Jivanchand Lallubhai	(Mr. Gulabchand Dhuramchand).
149	,, Hajibhai Lalji & Co.,	(Mr. Mahomad Hajibhai).
150	,, Kothare Sutaria & Co.,	(Mr. R. L. Sutaria).
151	Hon. Mr. Fazulbhai Karimbhai Ibrahim	(self).
152	Dr. H. L. Batliwala	(self).
153	Mr. Morarji Girdhar.	
54	Messrs. The Bombay Merchant's Bank Ltd.	
155	Mr. Gordhandas Khetsey	(Mr. Muthradas Govindji).

	Members.	Representatives.
156	Mr.	Narotum Morarji Goculdas (self).
157	Messrs	S. B. Bilimoria & Company (Mr. S. B. Billimoria).
159	,,	Tata and Sons (Mr. Pheroz J. Bilimoria).
160	Mr.	Manekji Jetthabhai Vardhman (self).
161	Messrs	Hormasji E. Davar & sons (Mr. Phirozshah. H. Davar).
162	,,	The Berar Manufacturing Co. (Mr. Phirozshah. D. Bhedwar).
163	,,	R. H. Pathuk & Company (Mr. Herajibhai Shapurji Pathuk).
164	,,	Warden & Company (Mr. Sorabji E. Warden).
165	,,	Keshavlal Lullubhai and Company (self).
166	,,	Premchand Roychand and Sons (Mr. Kikabhai Premchand.)
167	Mr.	Purshotum Vishram Mavji, (self).
168	,,	Shreram Shamen. (self).
169	Messrs	The Hindusthani Native Merchants Association. (Sheth Jagannath Munim of Sheth Tarachand Juhalmal).
170	Sirdar	Lalbai Dalpatbhai (self).
171	Mr.	Lallubhai Zuverdas Muni (self).
172	,,	Vaghji Bechar (self).
173	Messrs.	Manekchand Panachand & Co., (Mr. Tarachand Navalchand Zaveri),
174	Mr.	Arjun Khimji (self).
175	Messrs	N. Powell & Company (Mr. M. Venkatraw).
176	Hon.	Mr. Abdul Husan Adamji Peerbhoy (self).
177	Mr.	Markundrai Girjaprusad Desai (self).
178	Messrs	Harkishanlal & Company (Sheth Dipchand).
179	Mr.	Charandas Chaturbhuj Morarji (self).
180	,,	Kedarmal Bhuramal (Mr. Jainarayan Mirzamal).
181	,,	Nyalchund Lalluchund (self).

	Members.	Representatives.
182	,,	Gulabchand Devchand Jhaweri (self).
183	,,	Ramprasad Hariprasad (self)
184	Messrs	The Credit Bank of India (Mr. Jafer Jusab).
185	,,	Murlidhar Mohanlal (Mr. Maganlal Gulabchand Dafteri).
186	Mr.	Gordhandas Runchoardas (self).
187	,,	Bhogilal Virchund Dipchand (self).
188	,,	Dunichund Durgadas (self).
189	,,	Vullabhdas Dayal (self).
190	,,	Ratunchand Talukchand (self).
191	,,	Govindji Vussanji (self).
192	Messrs	K. S. Ayar & Company (Mr. K. S. Ayar).
193	,,	H. Pestanji & Company (Mr. Dosabhai Pestonji Bakka).
194	Mr.	Mathuradas Goculdas Thacker (self).
195	,,	Herachand Vanechand Desai (Self).
196	Messrs	Shiv Hem Ammar & Company (Mr. Keshavji Makanji Doshi)
197	,,	Tricumdas Mulji and Company (Mr. Tricumdas Premji).
198	,,	The Davar's College of Commerce (Professo S. R. Davar).

List of members of the Committee of the Indian Merchants' Chamber and Bureau.

1 Hon. Mr. Manmohandas Ramji (Chairman)
2 Mr. Purshotamdas Thakordas (Vice-Chairman)
3 ,, Dinshaw Edulji Wachha
4 Hon. Sir Vithaldas Damoderdas Thakersey
5 Sir Shapurji B. Broacha
6 Hon. Sir Ibrahim Rahimtulla
7 Hon. Mr. Lallubhai Samaldas
8 Mr. Jethabhai Walji
9 ,, Madhavji Thakersey
10 ,, Chaturbhuj Shivji
11 ,, Ratanshi Mulji
12 ,, Revashanker Jagjivan
13 ,, Motilal Vullabhji
14 ,, Murarji Velji
15 ,, Mathuradas Vassanji
16 ,, Girdhardas Jethabhai
17 ,, Mulji Haridas
18 Hon. Mr. Fazulbhai Karimbhai Ibrahim
19 Mr. P. J. Billimoria
20 ,, Bamanji Dinshaw Petit
21 ,, Sorabji Edulji Warden
22 ,, Jamnadas Sunderji
23 ,, Valji Sunderji
24 ,, Gopalji Walji Sunderji
25 ,, Naranji Haribhai.
26 ,, Devidas Madhavji Thakarsey (ex-officio as representative of the Chamber on the Port Trust)

Secretary:—Mr. Jayasukhlal Krishnalal Mehta, M.A.

Assist. Secretary:—Mr. M. V. Vacchrajani B.A.LL.B.

Hon. Auditor:—Mr. A. C. Rice, Chartered Accountant.

The Indian Merchants' Chamber and Bureau.

ANNUAL GENERAL MEETING.

THE Fourth Annual General Meeting of the Members of the Indian Merchants' Chamber and Bureau was held at the Office of the Chamber on the 30th September 1911 at 3 P. M. (B.T.) to transact the following business :—

(1) To receive the report of the Managing Committee for the year 1910-11:

(2) To confirm the nomination of the Members of the new Committee made in accordance with Rule No. 31.

(3) To appoint an Auditor to the Chamber for the ensuing year.

The Hon'ble Mr. Manmohandas Ramji, Chairman of the Chamber presided.

The following members were present.

Mr. Purshottamdas Thakoredas, Mr. Jivandas Pitambar, Mr. Jamshedji Edalji Bamji, Mr. Vasanji Naranji, Mr. Waiji Sunderji, Mr. Madhavji Thakersey, Mr. Laxmidas Purshotam, Mr. Jamnadas Sunderji, Mr. Morarji Velji, Mr. Haridas Morarji, Mr. Lalji Govindji, Mr. Govindji Jiwandas, Mr. Jhaverchand Kalianji, Mr. Hemchand Amarchand, Mr. Goculdas Jivraj, Mr. Naranji Narsi, Mr. Vallabhdas Jamnadas, Mr. Devidas Damodar, Mr. Chaturbhuj Shivji, Mr. Vithaldas Damodar Govindji, Mr. Vasanji Mulji, Mr. Kalianji Mavji, Mr. Jiwandas Hemraj Walji, Mr. Devidas Madhavji Thakersey, Mr. Dwarkadas Naranji, Mr. Mathuradas Kunvarji, Mr. Ranchhoddas Valabbaji, Mr. Goculdas Damodar,

Mr. Motilal Vallabhji, Mr, Narandas Haribhai, Mr. Ravjibhai Naranji, Mr. Gopalji Valji Sunderji, Mr. Gordhandas Purshotam, Mr. Damodar Bhagwandas, Mr. Dwarkadas Vallabhji, Mr. Madanji Monji, Mr. Sunderji Damodar, Mr. Chaturbhuj C. Shroff, Mr. Raghavji Ebji, Mr. Jagjiwan Sheshkaran, Mr. Ardeshir J. Kharas, Mr. Bhagwandas, Hari Krishna, Mr. Parmanand Damodar, Mr. Keshavram Pragji, Mr. Jamshedji Edalji, Banatwalla Mr. Haridas Purshotam, Mr. Haridas Mavji Mr. Premdas Khimji, Mr. Dorabji Nasarwanji, Mr. Revashanker Jagjiwan, Mr. Ratansi Mulji, Mr. Bhaidas Narotamdas, Mr. O. H. Nazar, Mr. Dadabhai Edalji Powry, Mr. Abdool Kader Noorbhai, Mr. Phiroz J. Bilimoria, Mr. Sorabji E. Warden, Mr. Keshavlal Lalubhai, Mr. Tarachand Navalchand Javeri, Mr. Markandrai Girjaprasad Desai, Mr. Gulabchand Devchand Zaveri, Mr. Hirachand Vanechand Desai and Mr. Keshavji Makanji Doshi.

The Hon'ble Mr. Manmohandas Ramji in proposing the adoption of the Report said :—

Gentlemen,—Last year we met under the shadow of a great calamity, I mean the death of His late Majesty King-Emperor Edward VII. This year within a few months all the Indian people will be welcoming Their Majesties King-Emperor George V. and Queen-Empress Mary to these shores. This Royal visit will indeed be an unique event in the history of this country and ia a symbol of the sympathy and good-will cherished towards India by our Sovereigns. An address of welcome is to be persented by the commercial community of Bombay represented by the Bombay Chamber of Commerce, the Indian Merchants' Chamber, the Millowners' Association and the Bombay Cotton Trade Association. Unfortunately this year we are to face a famine, the area of which will extend wide unless in the near future the aspect of the season

changes altogether. Already the distress is acute, specially, to cattle, which are suffering from a want of fodder and water. The Government, we are glad to note has awakened to the needs of the situation, and has opened relief camps wherever necessary. Steps ought to be taken both by Government and charitably inclined people to provide relief not only to the poor famine-stricken people but, also to cattle which have already suffered to a large extent both in the way of quality and quantity during the last famine.

The national misfortune in the way of the recurrence of famines has become almost common now. It behoves the Government then to inquire into the causes with the aid of modern science and it behoves both the Government and the people to take such measures as will at least counteract the evil effects of famines if these cannot be altogether done away with. Irrigation is one of the greatest safeguards against famine in a country like ours where, as the Hon. Sir Guy Fleetwood-Wilson aptly put it, "Finance is almost gamble in rain." Large schemes of irrigation are good in their own way and are likely to do incalculable good to the country. But the maturing of these projects takes time and means a great deal of money, which it is not found convenient sometimes to spend. In the meanwhile we are neglecting an easy and available means of irrigation and this is what is known as well-irrigation. It costs little and takes up but little time though it acts as a potent safeguard against famine. I think it would be the best thing if the Government were to encourage the construction of wells by "tagavi" advances repayable by easy instalments. It is interesting to compare in this connection railway and irrigation statistics for the whole of India. The total mileage of railways in 1900-01 was 25,023 which increased to 30,983 in 1908-09, the increase being 24 per cent. The total area irrigated in 1900-01 was 13,547,986 acres, which increased to 16,485,527 acres in

1908-09. The total of the mileage for irrigation (main canals and distributaries) was 42,718 in 1900-01, which increased to 44,417 in 1908-09. Surely all these figures point to one lesson only and it is that irrigation must be paid greater attention to than it has been in the past. The total capital outlay on railways up to the year 1899 was Rs. 308 crores, which increased to Rs. 411 crores in 1906, there being thus an increase of Rs. 103 crores in a decade, and the figures for irrigation were for the same periods Rs. 42 and 50 crores respectively.

Depression in Mill Industry.

Talking of famine leads us naturally to speak of the eternal subject of the depression in the mill industry. Even at the risk of being considered a pessimist I will say that this depression has come to stay. Our trade conditions have changed vastly, a price we have to pay for entering the international markets; and the price of the raw material, cotton, has greatly increased. All these adversely affect the mill industry, which will not be able to shake off its depression till the millowners combine amongst themselves for the supply of cotton in a good quantity. Cotton does not stand alone in the matter of the great increase in price. The increase is found in the case of all the food-stuffs and many other articles of necessity. Thus the retail price of wheat rose from 100 in 1873 to 169 in 1909. that of jowar from 100 to 181 and of bajri from 100 to 149 in Bombay. Cotton has risen from 100 to 129 during the same period. Wheat as an article of import for the whole of India rose in price from 100 in 1873 to 126 in 1909. There are many causes cited as being responsible for the increase in the prices of raw materials. But there is no one cause which in my opinion is to be held accountable far more than others for the kicking up of the percentage of prices, and this is the change in the currency policy of the Government undertaken in 1893. This change, it must be admitted, has secured us stability of

exchange which means so much for trade and commerce, but for the fixity we have to pay in the shape of increased prices. This fact, for it is nothing else, is again adduced by the figures for prices prevailing in London which, strange at it may appear have not increased. Thus the percentages of prices of wheat and wheat flour went down from 100 in 1873 to 63 and 62 respectively in 1909. Similarly the percentages for beef, leather, cotton, butter and tea have gone down to 73, 72, 90 and 61 respectively. If this increase in prices is a world phenomenon it ought to be manifested in Great Britain as in India. That it is not thus manifested must be ascribed to the rise in prices being a local cause, and this cause is the currency policy. It is remarkable that the percentage of the increase in prices is almost the same as that of the artificial increase in the price of the rupee. The Government has done well in appointing one of its distinguished officials Mr. K. L. Datta to investigate this rise in prices. You will find from the report that a sub-committee was appointed by the University to consider the question of commercial education. It is a great step gained and is expected to lead to tangible good results. It is a veritable truism now to say that commerce and industry depend to the greatest possible extent upon education, which has played a memorable part in the development and advancement of Western countries. The institution of a commercial degree will place on a solid foundation the question of commercial education. Whether this takes the form of a chair or a college remains to be seen though I hope that the Government in co-operation with the generous public, will make it possible to have a college of commerce.

Joint-Stock Companies.

The formation of commercial and industrial companies and banks on joint stock principles is a thing which is not indigenous to this country. Being thus a foreign exotic it needs to be looked after tenderly in order that it may not have its

growth retarded. At the same time I do not belong to the school which is hypersensitive to the so-called outside interference and always cries out for a *laissez faire* policy. Legislative interference is to be condemned only if it comes in in the way of healthy development. But it is to be welcomed if it removes the weeds and noxious stuff and furthers in this way the progress of joint stock companies. It must be remembered that the true scope and object of joint stock companies are not properly appreciated in this country and the shareholding public, ingenuous as it is, ought to be protected from the sharks of the commercial world who prey upon the innocence of their victims. The history of the commercial world of Bombay during the last five years bears ample testimony to the fact that the shareholding public, unless there are proper safeguards, is likely to fall in the net spread by *male fide* company promoters and organisers. It is commonly argued that the shareholders ought to look to their own interests and that no legislation in the world can protect them from the results of their blindly rushing into pits and quagmires. This is true to a certain extent, and yet there are many ways in which the State can step in and prevent an ingenuous section of the public being fleeced in the name of so-called commercial and industrial enterprises. Legislative action is thus desirable not only for the sake of the investing public but also for the sake of the Commercial and industrial progress in which we have made but a slight beginning. Capital is naturally shy in this country. It is with great difficulty indeed that sentiment and self-interest have combined in coaxing the shy hoards from their resting-place. We have not yet achieved a tithe of what is expected of us as a nation, of what we hope to do. If there are a few unfortunate incidents and if a scare spreads in the public, the clock of industrial progress will be put back by almost a quarter of a century. Capital will snail-like, draw in its horns on the near approach of danger. I would therefore rather like that there

should be fewer companies but with integrity and stability as their revolving pivots rather than a vast number of bubble concerns floated to fill the pockets of some interested persons. It is for these reasons that the Committee of this Chamber welcomed the proposal of Government to amend the Indian Companies Act, 1882, and that I welcome a letter we have just received from Government asking the Committee their opinions regarding the steps which should be taken to safeguard the public from dishonest joint stock companies and banks. I hope that something will be done in this direction ere long. In this way only will the stability of the progress of joint stock concerns be assured. It is legislation of this nature that is illustrated in the Insurance Bill introduced in the Imperial Council by the member for Commerce and Industry. The so-called insurance companies and provident societies were greatly injuring ingenuous policyholders. Insurance Companies ought to be the most soundly conducted of all the concerns as they are as it were the custodians of the future. They are rightly considered to be the test and gauge of a nation's thrifty habits and a nation's capacity to provide for its future. The Insurance Bill aims at preventing deceptions with regard to these and as such is to be welcomed.

Racing Evils.

I now turn to another topic, which closely resembles this subject of spurious joint stock companies and banks in this that it has wrought disastrous consequences upon the progress of trade and commerce in this Presidency—I mean the passion for racing. This originally noble sport has been degraded into gambling of the worst type. I venture to think, gentlemen, that the time for silence and reserve has now gone. Too much has been lost already by reserve and want of outspoken comments. It must be plainly and frankly said that this race-gambling has degraded our commercial life and that not a few commercial failures and disasters have to be attributed to it. It is because of this that I cordially

welcome the action of the Bombay Government to put under a restraint the gambling which goes on in the name of racing. It is argued by the racing fraternity that any restraints on racing would result in a decadence in the breed of horses and would not iuduce the merchants to import good horses. This is an extremely fallacious argument which might be well replied by saying that there might be special prizes declared for different races as an inducement to owners and merchants to enter good horses. In fact we are not against racing but against its base degradation into gambling. I hope that the steps proposed by the Bombay Government will be carried out soon.

Before I conclude I should like to express my deep thanks to Government who have from the beginning evinced deep interest in this Chamber and shown their practical sympathy by helping us in all possible ways and to the public for their appreciation of the humble work we are doing, I move the adoption of the report.

Mr. Purshotamdas Thakordas. in seconding the resolution, said :—The season just ended has been comparatively a quiet one. Still, it has not been free from the risks and benefit resulting from freaks of nature. Last year's monsoon had been a fairly normal one and till almost the end of September 1910 the crops promised to be bumper ones. Late rains in October however, did very considerable damage to the quantity and quality of some of the early crops, although they proved beneficial to the winter crops. We also had some rains in November, lowering the quality of cotton in some districts. During the winter, severe cold and frosts very seriously damaged the growing crops and the produce on the plants in several parts of Gujarat was unexpectedly diminished. The position at present is that barring Cutch, Kathiawar, parts of Gujarat and Punjab, the rainfall in other parts has been good enough to promise an outturn of six to twelve anna crops ; but in Kathiawar, Cutch, Gujarat, and the Punjab, the

rainfall, till now, has been so small as to cause serious scarcity of even water and fodder. The plight of the cattle in these districts is very sad and till very lately we had heard of cattle being sold in Gujarat and Kathiawar for almost nominal prices. The decrease in numbers and degeneration in quality of the cattle during the last 20 years is an admitted fact; and although the pinch of this may not be felt by us at present, the steady decline that is taking place is bound to be felt most injuriously in future. We note with sincere gratification the orders of the Government of India notifying that from 1st October next all hay and fodder booked to the North of Broach to some of the affected parts in the Punjab will be carried at the nominal freight of 6 pies and one anna per waggon-load per mile. This concession is a substantial reduction from the concession made during the famine about 12 years back and the Government of India trust that it will stimulate private enterprise in dealing in fodder helping to bring to use all available stocks during the period of scarcity.

PRACTICAL WORK.

It is gratifying to note that the practical work that has been done by this Chamber during its career of four years is being appreciated by Government. Your Committee had the honour of being allowed to present an address of welcome to Lord Hardinge on his arrival here as Viceroy Designate and a reference to this will be found in the report. This Chamber has been privileged to send their representatives on the local Legislative Council and the Port Trust. Our popular Governor, His Excellency Sir George Clarke, entertained the members of this Chamber to a party at Government House in February last, and this mark of His Excellency's regard for the Indian commercial community is deeply appreciated by us. The Chairman of the Railway Board and the Director-General of Commercial Intelligence were good enough to have interviews with your Committees during their stay in Bombay

to permit a free exchange of opinions on various questions. There is no doubt, that such interviews clear the ground in several knotty questions and bring about a better understanding of the views of both sides. Our connections thus with the Government are very cordial and it is to be wished that the same will be continued in future.

One of the topics which has been agitating the public mind lately is the question of racing and betting connected therewith. The Indian community is beholden to Sir George Clarke's Government for the very resolute step that is contemplated by legislation to suppress the abuse of betting on the turf. I am sure I am voicing the opinion of the Indian commercial community when I say that we heartily support and approve of the Government's action.

During the last two years, particularly since the catastrophe of Dwarkadas Dharamsey, the revelations in joint stock companies under his control have agitated the public mind very considerably. The intentions of Government in better safeguarding the interests of investors in joint stock companies concerns are well known. Checks imposed by legislation in business affairs are always to be guarded against; but I think our present methods in joint stock working can very well bear some modifications. As regards auditors I think auditors having licenses from Government in addition to their own qualifications would effect much good. As to the banking capacities of joint stock companies, I do not suppose any check is advisable on their capacity to receive money; but it would be a good thing to prevent joint stock companies, excepting banks, of course, from advancing money on credit to any but banking concerns or by investing the same in securities. I would here draw your attention to this Chamber's letter to Government in which some restrictions are suggested in the interests of depositors in joint stock companies with special reference to giving liens by mortgage on properties of

the companies. I strongly feel that we must appreciate Government's motives in this matter in view of the very negligent manner in which Indian shareholders, as a rule, look after their interests in joint stock companies; but I would very firmly submit that legislation must not be based on any lines likely to cripple ventures by joint stock trading.

The coming season is not one with attractive prospects. Let us, however, hope that we may yet benefit by some freak or another of nature and that when we meet next year we may be able to look back upon the period at present before us, with a sense of satisfaction.

Mr. Abdool Kadar Noorbhai then rose to support the proposal for the adoption of the report and in his speech dwelt on various subjects. At the outset he said that the current year would be regarded as opening a new era in the History of India inasmuch as it would witness before its close an unique and unprecendented event in the visit of their Most gracious Majesties the King-Emperor and Empress to this country thus affording us Their Majesties most loyal subjects an opportunity of expressing their sense of fidelity and loyalty to the British Crown. He further said that the Indians might well hope to receive such a fund of very valuable and everlasting presents from their Majesties by way of concessions in different capacities as may keep the memory of the unique incidence ever alive in their hearts. He then alluded to the suggestion made by the press and the public as to the direction in which such concessions should flow and then went on to make some of his own suggestions in the matter which he hoped would meet with the Chamber's approval. They were.

1 That the income tax should be wholly abolished as it has ever since its imposition been the constant cause of discontent among the Indians,

2. That the duty on salt should also be totally abolished as it presses hard upon the resources of the poor, salt being one of the indispensable necessaries of life.

3. That the political prisoners should be given general amnesty as it would the more closely cement the happy relations existing between the rulers and the ruled.

4. That the Indians should be given the right of a special jury as the Europeans.

5. That the burden of heavy taxes on the cultivators should be lessened and some of the outstanding debts of the agricultural classes should be remitted in honour of this auspicious event.

6. That more Agricultural Banks should be opened that would advance money to the cultivators at a low rate of interest thus freeing them from the usurious clutches of the Marwaries.

7. That the cultivators should be given the facility of paying up their tagavi dues by extending the period fixed for the same from 30 to 60 years.

He said we hear from several quarters that the visit of the King should be postponed in these hard times caused by the famine conditions prevailing owing to the failure of rains this year but I venture to say that they don't look at the question from all sides and have failed to realise that the suggestion if accepted would do more harm than good, in the interests of the Indian people. They say that all the expenses incurred are unnecessary and useless but they forget to see that the money spent from the Government treasury on those expenses goes into the coffers of the poor by giving them employment thus keeping them off from the ravages of famine for the time. Our duty is simply to see that the money is not lost or wasted on useless expenditure but is spent for the benefit of the poor agricultural classes.

He further said he was very glad to see that the Chamber was making good progress and was advancing step by step. It had not only gained the support of the Commercial classes but had also been successful in winning the confidence of the Government. This success he said was due to the diligence far-sightedness with which its officers steered its onward course and to the whole-hearted support it had been receiving from its members. He said that if the members continued to preserve the rights of the different communities impartially and extend the same high minded liberality to all without any distinction of caste or creed, he was sure it would in a very short time compete with the Bombay Chamber of Commerce in all matters relating to the commercial world and would lead the Government to abolish the distinction at present existing between the sister associations. He then referred to the undesirability of the Commercial classes forming new and different associations of their own thus making a mess of the whole thing and invited them to join this Chamber and to place their grievances before it and he went on to assure them that their object would be attained as the chief object of this Chamber is to handle all sorts of questions relating to the mercantile classes and to solve them most effectually.

He further urged the Chamber to move the Government, now that it has been taken it into its confidence to bestow on the Chamber some more rights enjoyed by other sister institutions such as the right of sending a representative to the Municipal Corporation and such other public bodies.

He then touched the question of high prices of food stuffs prevailing at present and congratulated the Government on taking up the question and on securing the services of a man like Mr. Dutt, who was going round the country to investigate the causes of the high prices. He further suggested the imposition of some duty on export of grain

this year being a famine year thus lessening the drain on the grain produced in the country.

He then touched the question of compulsory education, question of sending currency notes by post referring in the latter case to the notification issued by Government making it illegal to send currency notes through post without getting those ensured.

He then dilated on the question of digging new canals in Gujerat. He referred to the suggestion he had made to the Bombay Government to spend the money collected in the King Edward Memorial fund in digging a canal in Gujerat and to call it the King Edward canal and expressed his thanks to our popular Governor for his sympathy with his scheme although he showed his inability to meet with it as the matter was already decided by the Committee appointed for the purpose.

He then dwelt at great length on the advisability and necessity of digging canals in Gujerat and also in other parts of the country.

Mr. Devidas Madhavji in further supporting the proposal discussed the question of improving the commercial status of the village population which comprises $\frac{3}{4}$ of the whole Commercial population. He said he did not desire to discuss the question of High prices of food stuffs as the Government had been please to nominate a commission to investigate the causes of the same. He urged the necessity of taking some steps to improve the condition of the every day labourers who earned their daily bread in times of famines. He said something ought to be done. He then spoke of the close connection existing between commerce and agriculture. He said that the towns had to depend upon the villages for their said materials and that, therefore, the prosperity of commerce in towns depended much on the prosperity of agriculture in the

country. The future of the local commerce does not in any manner appear to be bright and it is beset with many difficulties and especially the importers of Europe-manufactured goods have most to suffer. He then spoke of the Mill Industry in India which he said was at a stand still working without profits or loss, while the European Mills made a net profit of from 25 to 30 per cent. The extraordinary demand for the European cloths has raised the value of cotton somuch as 8d. per pound. There is a wide gulf between the way in which the Europeans and the Indian Merchants transact their business. The chief difference is that while the European factories turn out goods ordered out from them with a great deal of care and precision the Indian mills carry out the same rather carelessly, and not even working to the sample. He regretted that India did not produce even one hundredth portion of our imports at home. Best cotton is not even spun in India. If any could be done to get the best cotton spun here at home the condition of the local merchants can be improved a great deal. Now that the Swadeshi movement has created a feeling for the home made goods it would be better if the Mill-owners took into their heads to work rather diligently and with care. He then concluded his speech by thanking the Chamber for having elected him to represent the Chamber in the Port Trust, Bombay.

Mr. Khokhani supporting the report said that the question of commercial degree taken up by the Chamber and discussed with the University was one of the best taken in hand and the Committee of our Chamber had very nicely and ably handled the question. They are to be congratulated for the same. He said there are difficulties in the way of commercial education. It is hard to obtain men competent to keep accounts in villages and so he suggested that the commercial education question should be discussed and decided with the Hon'ble Mr. Gokhale's Education Bill. He commended the action of the Chamber with regard to the

right of sending a representative to the Port Trust thus meeting the longfelt want. He proposed that as the Railway Board did not agree with Chamber in the matter of Risk Notes it was advisable that the Chamber should approach the Government and invite its interference in the matter to redress the grievances complained of. He then assured the Chamber that as it dealt with questions beneficial to the various commercial class, it was sure to gather strength by the influx of more members. He then urged the necessity of doing some thing to ameliorate the condition of the famine-stricken agriculturists. Then he referred to the fact the Railway fares were increased by the Railway Board so as to hamper traffic and he then insisted upon desirability of the question of sending Currency Notes by Post being fought to the end.

Keshavji Makanji Doshi then rose to support the proposal and touched various questions of importance. He specially alluded to the importance and necessity of the commercial degree to meet with the great demand of men competent to transact all sorts of mercantile and banking business. He then touched on the evils existing in the conduct of the Joint Stock Companies as carried on at present. He then spoke on the evils of speculation so largely carried on near Mambadevi and by some of the cloth merchants and proposed that the Chamber should take some steps to prevent the same. He suggested that something ought to be done to relieve the needy and famine-stricken persons in Cutch, Kathiawar and Gujerat. He referred to the falling condition of the mill industry and called upon the mill-owners to charge commission on the net profits only and to improve their condition as the cloth merchants have done by dictating terms to the European merchants. He showed the desirability of the Mill-owner's association acting most honestly and uprightly.

After the Chairman's concluding remarks the Report was put to vote and unanimously adopted.

The meeting then proceeded to elect members for the New Year's Committee but the election was held invalid due to the omission of the name of a member from the list of members, and so the meeting was postponed to the 18th October 1911.

In the meeting held on the 18th October 1911 a new election was confirmed. The following persons were declared as duly elected members of the Committee for the ensuing year according to Rule No. 25.

Hon'ble Mr. Manmohandas Ramji (chairman) Mr. Purshottamdas Thakoredas (Vice-chairman) Mr. D. E. Wachha; Hon'ble Sir Vithaldas Damodar Thakersey; Hon'ble Sir Ibrahim Rahimtulla, Sir Shapurji Bharucha, Hon'ble Mr. Lalubhai Shamaldas, Mr. Jethabhai Valji, Mr. Madhavji Thakersey, Mr. Chatrabhuj Shivji, Mr. Ratansey Mulji, Mr. Revashanker Jagjiwan, Mr. Motilal Vallabhji, Mr. Morarji Velji, Mr. Mathuradas Vasanji, Mr. Girdhardas Jethabhai, Mr. Mulji Haridas, Hon'ble Mr. Fazelbhai Karimbhai Ibrahim, Mr. Phiroz J. Bilimoria, Mr. Bamanji Dinshaw Petit, Mr. Sorabji A. Warden, Mr. Jamnadas Sunderji, Mr. Walji Sunderji, Mr. Gopalji Walji Sunderji, Mr. Naranji Haribhai.

Resolutions were then passed appointing Mr. A. C. Rice, Auditor for the ensuing year and thanking the retiring Committee for the work they had done during the past year.

A vote of thanks to the Chairman terminated the proceedings.

Report of the Committee of the Indian Merchants' Chamber and Bureau for 1910-11 to be presented to the General Meeting to be held on the 30th September 1911.

YOUR Committee have great pleasure in presenting their fourth Annual Report to your Chamber. They held during the year 19 meetings.

Address of welcome to H. E. Lord Hardinge.

1. One of the most interesting functions of the year was the address of welcome presented by Your Committee to H. E. Lord Hardinge, whose kind, courteous and sympathetic reply was deeply appreciated by the Indian Mercantile Community.

Railway Risk Notes.

2. The question of alteration of the present Railway Risk-Note-Forms, B. & H., has been before the commercial world, since the last many years ; but hitherto without any satisfactory solution. Your committee forwarded a representation on the subject to the Railway Board, whose President, the Hon. Sir T. Wynne was kind enough to see your committee personally on this subject. It was pointed out to the committee that if additional responsibility were placed upon the Railway companies, it was possible that there would be an increase in rates. Your Committee differed strongly from the view urging that the revision of the Risk-Note Forms did not place any additional responsibility on the Railways ; but that such a responsibility was only an ordinary obligation of public carriers.

3. The attention of your Committee was drawn by the Grain Merchants' Association to the hardships entailed upon Merchants by the Wharfage Rules framed by the G. I. P. Railway. Your Committee had a long Correspondence with the company Regarding this matter and have reason to believe that some at least of the hardships are removed.

Wharfage Rules.

4. In accordance with the right conferred upon Your Committee by the Government they elected the Hon. Mr. Manmohandas Ramji to represent your Chamber on the Holidays committee.

Holidays Committee.

5. Your Committee during the course of the year took up the question of the Commercial Degree and represented to the Bombay University the desirability of instituting such a Degree. Your Committee are glad to inform you that the University has responded to this suggestion so far as to appoint a sub-Committee of several gentlemen, Fellows and Non-Fellows, interested this question to report on it.

Commercial Decree.

6. Your Committee supported the proposals of the Government of India regarding the protection of the Staple Agricultural products of India from danger arising from the importation of Insect Pests and fungoid diseases with foreign plants.

Insect Post.

7. Your Committee supported the suggestion of the Gwallor Chamber of Commerce regarding the necessity of having an Intermediate Class of Railway Carriages, and addressed the Railway Board to that effect.

The Intermediate Class.

Election of a Representative on the Port Trust.

8. Your Committee were obliged to the Government of Bombay for granting to the Chamber the privilege of electing an Indian representative of the Mercantile Community to the Port Trust, removing a long-pending injustice. Mr Devidas Madhavji Thakersey was duly elected the representative of the Chamber.

Revision of Rules.

9. Some additions and alterations which were deemed essential were made in the Rules and Regulations of the Chamber.

Deficit in Weight of Coal Waggons.

10. Your Committee having received a Communication from an Ahmedabad Coal Firm, regarding deficits found in Coal Waggons, drew the attention of the Agent of the B. B. & C. I. Railway Company to this Complaint. Correspondence is still going on on the subject.

Interviews with Officials.

11. Your Committee had during the year under Report, the pleasure of meeting the Hon. Sir T. Wynne, President of the Railway Board ; and later on, Mr. Noël Paton, Director-General of Commercial Intelligence. These interviews were helpful and much appreciated by your Committee who feel that much ground is cleared by such meetings between representatives of the Government and the Commercial Community.

Addition of members.

12. The increasing patronage given by the Commercial Community to the Chamber will be evident from the fact that there is an addition of 27 members during the year under Report. It is satisfactory to notice the increasing interest the Indian Commercial Community is evincing in systematic work undertaken by the Chamber.

13. Your Committee are glad to say that the journal of the Chamber has made a good progress, both as regards advertisements and subscribers and has begun to pay its own way. Special thanks are due to H. H. the Gaekwad of Baroda, H. H. the Maharaja Saheb of Bhawnagar, and to H. H. the Thakore Saheb of Limdi for subscribing to copies of the Journal. Thanks are also due to our Contributors.

The Journal.

14. H. E. The Governor evinced his usually sympathetic interest in the working of this Chamber by giving an "At Home" to all the members.

"At Home at the Govt. House.

15. The Balance Sheet of the Chamber audited by the Hon. Auditor, Mr. Rice, is appended herewith.

Accounts.

THE INDIAN MERCHANTS'

Income and Expenditure Account for

EXPENDITURE.	Rs.	a.	p.	Rs.	a.	p.
To Office Estabment, Rent and Insurance	2,764	8	4			
,, Postage and Carriage	213	6	0			
,, Miscellaneous expenses	367	1	2			
,, Subscriptions to Various Journals and Magazines	416	2	1			
,, Stationery	171	14	0			
,, Printing Chamber's report etc ...	1,169	3	0			
,, ,, ,, Journal ...	1,563	3	0			
,, Commission on advertisements....	138	1	3			
,, Furniture	329	0	0	7,132	6	10
,, **Balance**, *viz.*, Deposit at the Bombay Merchants Bank Limited (at 5%)	3,000	0	0			
,, Cash at Indian Specie Bank Ltd.	1,535	14	8			
,, Cash on hand	51	2	11	4,587	1	7
				11,719	8	5

I have examined the above account of Income and Expenditure with the Books and Vouchers of the Indian Merchants' Chamber and Bureau and certify the same to be correct.

BOMBAY,
7th September 1911.

ARTHUR C. RICE, A.C.A.,
Chartered Accountant,
Honorary Auditor.

CHAMBER AND BUREAU.

the year ended 31st August 1911.

INCOME.	Rs.	a.	p.	Rs.	a.	p.
By Balance brought forward	...	...	...	4,571	14	5
,, Subscriptions to the Chamber ...	5,385	0	0			
,, Journal	701	7	6			
,, Advertisements to the Journal ...	844	12	4			
,, Interest on current and fixed deposit accounts...	216	6	2			
				7,147	10	0
				11,719	8	5

J. K METHA, *Secretary.*

MUNMOHANDAS RAMJI, *Chairman.*

PURSHOTTAMDAS THAKOREDAS, *Vice-Chairman.*

APPENDIX A.

List of Magazines and Papers subscribed by the Chamber during the year under report.

(1) The *Bombay Samachar*.
(2) The *Times of India*.
(3) The *Bombay Government Gazette*, all the parts.
(4) The *Gazette of India*.
(5) The *Indian Trade Journal*.
(6) The *Capital*.
(7) The *Gujarati*.
(8) The *Economist*.
(9) The *Statist*.
(10) The *Board of Trade Journal* (Free).
(11) The *London Chamber of Commerce Journal* (Free).
(12) The *Magazine of Commerce*.
(13) The *Banker's Magazine*.
(14) The *Manchester Chamber of Commerce Journal* (Free).
(15) The *Indian Textile Journal*.
(16) The *Prajabandhu* (Free)
(17) The *Gujarati Punch* (Free).
(18) The *Vasant*
(19) The *Jnansudha*
(20) The *Buddhiprakash* } Gujarati (Free).
(21) The *Vaidyakalpa Taru*
(22) The *Byapari and Karigan* (Free).
(23) The *Investor's Review*.
(24) *American Review of Rewiews*.
(25) *System*.
(26) *Bulletin of Agricultural Statistics* (Free).

APPENDIX B.

All Government publications and supplied free to the Chamber.

APPENDIX C.

Address of the Chamber to H. E. Lord Hardinge.

To

The Right Honourable.
Lord Hardinge of Penshurst,
P. C., G. C. S. T., G. C. I. E., G. C. M. G.,
G. C. V. O, C. B., T. S. O.,
Viceroy and Governor-General of India
Designate.

We, the President and members of the Indian Merchants' Chamber and Bureau, a body representing the large mercantile interests of the Indian community of Bombay, embrace the present occasion to approach Your Lordship and offer our cordial welcome on your appointment by our most gracious Sovereign to the exalted office of Viceroy and Governor-General of India.

2. Bearer as Your Lordship is of a great historic name, widely known in the annals of England and India alike for conspicuous valour and farsighted statesmanship, we crave leave to recall for a moment the vast commercial and industrial progress the country has been able to make under the wise and benign sway of our rulers since your illustrious ancestor, midst the cheers and applause of a grateful people, departed the shores of India sixty two years ago, after filling, with consummate ability and marked sympathy for a period of four years, the great trust which you are now called upon to discharge. In so recalling the fact of that progress we cannot forget that he was the first Governor-General of India to settle the broad lines of the policy of construction of Railways and Irrigation works which has since been so successfully carried out with the greatest economic benefit to the country at large.

3. To-day we have as many as 31,490 miles of Railway and 16½ million acres of irrigated area. The total foreign

trade of India has during the interval, risen from 34 to 345 crores or ten times as much. Bombay's share which was 13 crores has now come to 127 crores or nearly ten times more. Such has been the remarkable growth of trade.

4. But the progress is not only to be noticed in the expansion of commerce, both home and foreign. It is equally to be witnessed in what are now recognised as the staple industries of the country. At the date of the retirement of your distinguished grandfather, there was not a single cotton or jute or ginning factory. Neither was there a single coal mine opened for purposes of commerce. Indeed the economic development of the country in indigenous industries, what we now call Swadeshi, was hardly begun. To-day there are as many as 232 cotton mills and 1,000 ginning factories, 52 jute mills, besides a number of coal mines whose aggregate production equals 13 million tons. There are also 200 rice mills, 105 saw mills, 35 flour mills, not to mention many other small factories for a variety of commercial purposes. These in all give employment to a million people. Joint-stock enterprise too by way of assurance companies, and other monetary concerns has greatly multiplied, having a capital of nearly 60 crores. But though the progress is marked it must be readily admitted that India is still at the dawn of her economic development and that the capital, indigenous or foreign, is only microscopic when compared to that of the advanced and wealthiest countries of the world.

5. Your Lordship will thus assume the reins of your high office at a time when the commercial and industrial development has made an excellent beginning. The monsoon just over has been a satisfactory one which means plenty and prosperity to millions of the poorest agriculturists while spelling better trade, though the cotton industry, owing to the dearness of the raw staple, is still in a depressed condition. Despite the deplorable excesses of a hair-brained minority against which the vast mass of sober Indians has displayed

its greatest abhorrence, peaceful progress is at present manifest in every part of the Empire. It is to be devoutly hoped that under Your Lordship's wise and sympathetic administration, progress will be further stimulated—both materially and morally. Moreover we of the mercantile community have fair hopes of Indian commerce being emancipated from the bonds and chains by which it is still somewhat fettered.

6. Of course, that commerce and industry is not without its grievances and we take the opportunity to make a slight reference to them. Our Chamber has in the past brought such matters as required redress to the notice of the governing authorities and we trust that Your Lordship, in Council, will pay to our representations the same patient and sympathetic consideration as hitherto. At present both the European and the Indian mercantile communities have been greatly exercised at the artificial restraints, bordering on hardship and inconvenience, placed by the Railway Companies in the matter of what are known as "Risk Notes." It seems that the Railways have adopted rules which are not only one-sided but threaten repudiation on their part of their obligations and liabilities as common carriers. It is a crying grievance which demands an early redress. In the matter of the contemplated revision of the Indian Companies' Act our Chamber has respectfully urged on the central authority the eminent advisability of protecting the interests of creditors, specially smaller creditors and depositors, who more or less have greatly suffered in the past and are liable to suffer in the future. Clandestine mortgages are made in which the prior rights and claims of such creditors to the assets of certain class of joint-stock companies are absolutely ignored and the existing law is insufficient to check the dishonesty of fraudulent management. There is the grievance touching the recent enhancement of rates for passenger traffic the justice and expediency of which is open to criticism, Economy

in Railway expenditure is a prime necessity and we are of belief that with such economy a reduction of the fares is quite possible and practical. The un-English like attitude and conduct of the Transvaal Government is another matter on which the Mercantile community along with the whole of India is extremely sore. This Chamber had wired on the subject sometime ago to Lords Morley and Ampthill and we are aware that the Government of India is most sympathetic and anxious to alleviate the present intolerable position of British Indians in South Africa. We earnestly hope that Your Lordships' friendly diplomacy may be the means of bringing a satisfactory termination to this long-pending problem.

7. In conclusion, we earnestly pray that with peace and plenty in the land, Your Lordship may be able to find adequate leisure from the care and routine of office-work, to devote some time to the removal of obstacles which still hamper commerce and industry, the more extensive development of feeder lines by private enterprise, the fostering of new industries, of course with self-help, without which the economic regeneration is not possible, the advancement of technical education in its higher branches, the establishment of degrees of commerce in our Universities and the founding of professorships in Economics better sanitation which is in itself no mean economic assets, the completion, at a quicker pace, of those large Irrigation works now taken on hand and others recommended by the Irrigation Commission, and lastly the readjustment of existing taxation on a sound and equitable basis side by side with a reasonable curtailment of public expenditure which is now outrunning the revenue.

8. We wish Your Lordship and Lady Hardinge the best of health during your stay in this country and Your Lordship great success in your administration as was the case with your illustrious ancestor.

Replying to the address, Lord Hardinge said :—Mr. President and Gentlemen of the Indian Merchants' Chamber and Bureau,—The very kindly reference you have made to my grandfather's career cannot but strike gratefully upon my ear ; but when he set his hand to the work that lay before him he can have hardly foreseen the immense development that the next 60 years held in store : and if he was actuated by sentiments similar to those with which I have followed his footsteps to India, he would have been particularly gratified to know of the birth and rapid growth of indigenous enterprise. It is sometimes alleged that the people of this country look too much to Government and too little to themselves for the initiation of improvements and the development of resources, but the figures you have quoted show that this is hardly accurate in the region of commercial enterprise, except in so far as the peace and security afforded by a stable Government have made it possible.

Government should clearly do what it can to foster indigenous progress, but I am glad to hear that you recognize that economic regeneration must largely come from within, and that Government can do little to help those who are not ready to help themselves. I gather from another address which I have received to-day that Government have recently announced a more liberal policy for the extension of feeder railway lines by private enterprise, and I trust that the creation of a new portfolio for education may, among other advantages, lead to progress in technical education of all kinds.

I do not feel competent to express opinions upon the various items of the extensive programme you have laid before me until I have had time to learn something of India to study the questions involved, and to consult my colleagues but I feel confident that I should have their hearty concurrence and support in saying that the Government of India have done and will do all that in them lies to secure an

alleviation of the disabilities under which your fellow countrymen and our fellow subjects labour in some of the Colonies.

I feel that I have been fortunate in the moment of my arrival upon your shores. The season is prosperous, political asperities are somewhat abated, and all sane men are united in deploring revolutionary crime. No man can foretell the future, but the auguries are propitious, and if India will extend to me the same kindly feelings which I have for her I shall go forward on my way in hope and confidence. Let me, in conclusion, thank you heartily, Mr. President and gentlemen, for the cordial welcome which you have extended to me, and for your good wishes to Lady Hardinge and myself.

The address was contained in a dark red morocco case covered by two pieces of carved sandalwood joined in the fashion of the backs of a book by ivory.

APPENDIX D.

PUNJAB CHAMBER OF COMMERCE.

Delhi, 25th January 1911.

No. 61—1911.

The Secretary,

Indian Merchants' Chamber and Bureau,

Bombay.

Revision of Risk Note Forms B. & H.

DEAR SIR,—I am directed to enclose herewith, for the information of your Committee, copy of a letter which my Committee have addressed to the Bombay Chamber of Commerce, on the above subject.

Yours faithfully,

Secretary.

1 Enclosure.

From

The Punjab Chamber of Commcere.

To

The Bombay Chamber of Commerce.

No. 50—1911.

Dated 19th January 1911.

In reply to your letter, No. 1003 of 1910, dated 9th December 1910, regarding the revision of Risk Note Forms B & H., I am to say that my Committee approve of the suggestion made by your Chamber that, as the question is a matter which affects the trade of India it would be well that it should be discussed by all Chambers of Commerce so that if possible, a definite suggestion supported by all interests be submitted to the Railway Board.

In the meantime my Committee would beg to submit, for your Committee's consideration, the following amendment in the present Risk Note Form :—

It is to be observed that in the amended form as suggested by my Committee the onus lies with the Railway Companies to prevent thefts, which for obvious reasons is reasonable.

20th February 1911.

To

The Punjab Chamber of Commerce,

Lahore.

SIR,—I beg to inform you hereby that the Committee of this Chamber considered in details the letter forwarded by you to the Bombay Chamber of Commerce regarding railway Risk Notes B. & H. You are aware moreover that we are also agitating in the matter for the last six months. You will be interested to learn that we have already forwarded the following letter to the Railway Board in reference to their query as to the opinion of this Chamber concerning the advisability or otherwise of increasing the level of Railway

rates, for Railway Companies to meet the liabilities which may accrue through a change in the form of the Railway Risk Notes.

Yours faithfully,
J. K. MEHTA.
Secretary.

PUNJAB CHAMBER OF COMMERCE.

elhi 25th March 1911.

No. 188—1911.

The Secretary,
Indian Merchants' Chamber and Bureau,
Bombay.

DEAR SIR,—I beg to refer you to my letter, No. 61—1911, dated 25th January 1911, and its enclosure, regarding the revision of Risk Note Forms B. & H. As I have heard nothing from you I would be glad to know if you duly received the letter—and if so would esteem it a favour if you would communicate your Committee's views on the amendment in the present Risk Note Forms proposed by my Committee.

Yours faithfully,
Secretary.

29th March 1911.

To
The Secretary,
Punjab Chamber of Commerce.

DEAR SIR,—In reply to your favour of the 25th instant, bearing No. 188 of 1911, I beg to inform you that I recived your letter, dated the 28th January with its enclosure. In reply to that I wrote a letter on the 28th February 1911 and sent along with it a copy of the representation sent by this Chamber to the Railway Board regarding Risk Notes Forms B. & H.

I also mentioned therein that as our Chamber had already sent that representation to the Railway Board it did

not wish to take up the matter again for the present, on the views suggested by your Committee.

Yours faithfully,
J. K. MEHTA,
Secretary.

PUNJAB CHAMBER OF COMMERCE.

elhi 10th September 1910.

No. 688—1910.

The Chairman,
The Indian Merchants' Chamber and Bureau,
Bombay.

DEAR SIR,—I am directed to acknowledge receipt of copy of your letter, dated 12th August 1910, to the Secretary, Railway Board, Simla, and am to say that my Committee are in sympathy with your representation regarding Risk Note Forms B. & H.

My Committee would be glad to receive copies of any further communications which you may receive from the Railway Board, on this subject.

Yours faithfully,

Secretary.

THE SOUTHERN INDIA CHAMBER OF COMMERCE.

159 D. NORTH BEACH, MADRAS.

From 11th October 1910.
The Honorary Secretaries,
The Southern India Chamber of Commerce,
Madras.

To
The Secretary,
Bombay Merchants' Chamber and Bureau,
Bombay.

DEAR SIR,

The Committee of the Southern India Chamber of Commerce beg to acknowledge with thanks the receipt of a copy

of your memorial to the Railway Conference, on the subject of the Railway Risk Note Forms. At their last meeting, the Committee of this Chamber resolved to submit the following telegram to the President, Railway Conference.

"This Chamber strongly supports the representation of the Bombay Merchants' Chamber and Bureau, with regard to the modification of the Railway Risk Note Forms, as it correctly represents the grievances of the mercantile community."

We remain, Dear Sir,

Yours faithfully,

Honorary Secretaries.

21st November 1910.

To

The Secretary,

The Punjab Chamber of Commerce,

DELHI.

DEAR SIR,

I have the honour to acknowledge the receipt of your favour of the 10th instant and in reply I beg to send the following information.

1. If the Government accedes to our request, the Risk Note Forms B. & H. should be modified as follows—to render them similar to those in England.

The proviso "Except upon proof that such loss, damage, misdelivery or detention, arose from wilful misconduct on the part of the Companies' servants" should be inserted in the Indian Risk Note Forms. This point was emphasized in our representation to the Railway Board.

2. Much difference will still be left between Owner's Risk and Railway Risk, for the Company will not hold itself

responsible for any loss or damage which may have accrued through no wilful misconduct on the part of the Company's Servants.

3. The difference between the Owner's Risk Rates and Railway Risk Rates is at present about 30 p. c. *i.e.* if the Railway Companies increase their rates to their maximum, merchants will have to pay 30 p. c. more than what they are at present paying. The Hon'ble Sir T. Wynne, President of the Railway Board, who was kind enough to grant our Committee an interview on Thursday last, said also the same thing but no compromise was arrived at with regard to the question of Railway Risk Note Forms. The Committee of this Chamber are of opinion that Railways ought to take greater responsibility without increasing their rates.

In fact Mr. Robertson, Special Commissioner for Indian Railways, observed in his report that the rates, as at present charged in India, ought to be lower by about 40 p. c. to make them equal to English rates, looking to the difference in conditions of England and India.

I beg to draw your attention to this valuable Report which contains in its Appendix a specimen of an English Risk Note Form.

The name of the Report is "Report on the Administration and Working of Indian Railways" by Mr. Thomas Robertson. It can be had from the Superintendent of Government Printing, Calcutta.

Yours faithfuly,

JAYSUKHLAL K. MEHTA,

Secretary.

GOVERNMENT OF INDIA.
RAILWAY DEPARTMENT.
RAILWAY BOARD.
No. 1385 R. T.
Simla.
Dated the 4th of October 1910.

To
The Secretary,
Indian Merchants' Chamber and Bureau, Bombay.

SIR,

With reference to the representations that have been made to the Railway Board, urging that Railway Risk Notes B. & H. should be assimilated to those in use in England, I am directed to inform you that the Railway Board are prepared to take this matter in hand, but, before doing so, they desire to consult you about one important point.

2. If the Railway Board, in order to meet the demands of trade alter these Risk Notes so as to throw greater liabilities on Railway Administrations, the latter are in a position to raise the rates at which goods will be carried under these revised Risk Notes provided the maxima rates which the Railway Companies are authorised to quote are not exceeded.

It is possible that in many cases Railways may agree to use the revised Forms without raising their present rates but at the same time they may not do so and the Railway Board are unable to say at the present time what their action will be.

3. Before, therefore, authorising any change in the Risk Notes B. & H. the Railway Board will await a communication from you and they would be obliged if this communication could be sent at an early date.

I have the honour to be,
Sir,
Your most obedient servant,
C. F. ANDERSON.
For Offg. Secretary, Railway Board,

Documents accompanying.
Nil.

3rd November 1910.

From

The Secretary

The Indian Merchants' Chamber and Bureau,

Bombay.

To

The Secretary,

Railway Board,

Simla.

SIR,

I have the honour to acknowledge the receipt of your favour of the 4th October 1911, bearing No. 1385.

In reply, the Committee desire me to thank your Board for the kind consideration their representation on Risk Note Forms B. and H. met with from the Board.

The question you have raised in your letter is an important one involving far-reaching issues and my Committee think that it will be best to discuss the question personally with the Hon'ble Sir T. Wynne, President of the Railway Board, who is, as my Committee are informed shortly coming to Bombay.

The Committee have requested for an interview and they hope that this will be granted.

The opinion of the Committee on the question raised in your letter will be forwarded to you after this interview.

I beg to remain

Sir,

Your most obedient Servant,

JAYSUKHLAL K. MEHTA,

Secretary.

APPENDIX E.

GREAT INDIAN PENINSULA RAILWAY COMPANY.

AGENT'S OFFICE.

Victoria Terminus.

No. 730 Mis. 22.

Bombay, 4th August 1910.

The Secretary,
The Indian Merchants Chamber and Bureau,
77-79, Apollo Street,
Bombay.

DEAR SIR,

I have to acknowledge receipt of your letter, dated 27th July 1910, regarding the recent changes in Wharfage rules &c., and to inform you that a reply will be sent to you in the matter in due course.

Yours faithfully,
Secretary.

D. A.
Nil.

THE INDIAN MERCHANTS' CHAMBER AND BUREAU.

77-79, Apollo Street,

Bombay, 23rd December 1910.

From,
The Secretary,
The Indian Merchants' Chamber and Bureau,
Bombay.

To,
The Secretary,
The Railway Board,
Simla.

SIR,

In continuation of my letter, dated the 3rd November, in reply to your favour of the 4th October 1910, bearing No.

1385 R. T. I beg to submit herewith the views of the Committee of this Chamber regarding the question raised therein. It is the almost unanimous wish of the Commercial Community in India that the responsibility of the Railway Companies in India as carriers should be properly fixed and that Railway Risk Note forms B. H. need to be modified accordingly on the basis of English Risk Note forms. The Committee of this Chamber forwarded a representation on this subject to you and it was supported by many of the leading Chambers of Commerce. A letter was received in reply to this in which it was suggested that if the Railway Board in order to meet the demands of trade altered Risk Notes so as to throw greater liabilities on Railway administrations, the letter might raise the rates at which the goods would be carried under the revised Risk Notes, provided the maximum rates which the Railway Companies were authorised to quote were not exceeded. The Committee naturally view the suggestion with apprehension. From their interview with the Hon'ble Sir T. Wynne, President of the Railway Board, they think that this suggestion may be put into practice in this way that Owner's Risk Rates may be altogether done away with and that Railway Companies may undertake responsibility charging Railway Risk Rates only. Such a result would be most harmful to the interests of trade. As my Committee showed in their representation, rates as at present charged were higher than English rates, taking into consideration the comparative conditions of England and India. The Commercial Community would be alarmed indeed if instead of any reduction in them the present rates were to be mounted up to the maximum. The demand that Railway Companies should be saddled with their proper responsibility (which is now ignored) ought not to be considered in the light of a demand for some concession. It is asking the Railway Companies to bear their due responsibilities of carriers under the Contract Act. It is alleged that the difference be-

tween Owner's Risk Rates and Railway Risk Rates is 30 p. c. It is argued that this is a large difference and that consequently if Owners' Risk rates are not altogether abolished they should at least be increased to bring down this percentage of difference. My Committee beg to observe that the difference is not 30 p c. but about 26 p. c. as will be seen from the following :—

	Maximum	Minimum	Difference between the higher and lower class
Class I	... 1-3	1-10	26 p. c.
Class II	... ½	1-5	25 ,,
Class III	... 2-3	,,	20 ,,
Class IV	... 5-0	,,	15 ,,
Class V	... 1	,,	33 ,,
Class VI	... 1½	,,	,,

The Committee of this Chamber are therefore of opinion that the responsibility of the Railway Companies should be properly fixed without the rates being increased. They believe that though the Railway Companies are at liberty to increase their rates to the maximum limit this cannot be done as long as there is no valid reason forthcoming. Asking them to bear the ordinary responsibilities of carriers cannot surely be called a valid reason. The Committee beg to suggest that if a proper insistence of the responsibility of the Railway Companies cannot be had without an increase in rates it may be provided that the Railway Risk Rates ought to be lowered, keeping Owners' Risk rates at the same level.

I beg to remain,

Sir,

Your most obedient servant,

Secretary.

GREAT INDIAN PENINSULA RAILWAY COMPANY.

AGENT'S OFFICE.

Victoria Terminus.
Bombay, 18th August 1910.

No. 730 Mis-25.

The Secretary,
The Indian Merchants' Chamber and Bureau,
77-79 Apollo Street,
Bombay.

DEAR SIR,

In continuation of my letter No. 730-Mis/22, dated 4th August 1910, I am directed to reply to the representation made in your letter, dated 27th July 1910, regarding the recent changes in the wharfage rules, etc. as follows:—

2. It was found that under the wharfage rules previously in force at Wadi Bunder, the sheds were so badly congested, that it was necessary to hold up wagons at different parts of the line. It, therefore, became necessary to adopt measures, both in the interests of the Railway and of the merchants, to prevent as far as possible this state of affairs, and, after very careful consideration, the new wharfage rules were introduced. Our experience does not tally with your statement that merchants are keen to remove their consignments as fast as they can. It is found that for some reason or another, when there is a drop in the prices of grain and seed or paucity of godown accommodation, delivery of goods is not taken with the rapidity claimed by you.

3. On the 16th May last, the General Traffic Manager met the Chairman and the Committee Members of the Grain Merchants Association at Wadi Bunder and fully *discussed* the matter with them both as regards the wharfage rules and delivery of part consignments. The Chairman and Members raised no objection to the alteration in the wharfage rules, but, in regard to the rule about delivery of part consignments, they asked that the orders should be brought into force after

Divali This, however, could not be agreed to since *Divali* falls in November, at a time when there is a rush of traffic; and to introduce a new rule at such a time would lead to considerable confusion and complaints.

4. You will observe, therefore, from the foregoing para, that the assertion made in para 2 of your letter to the effect that this Railway had *not consulted the convenience* of the merchants before introducing the new rules, is not correct, and I am surprised that you should write as if you had not heard of this meeting, or that your investigation did not lead to the knowledge that it had taken place.

5. At a meeting of the Cotton Merchants Association held on the 2nd August, which our General Traffic Manager was invited to attend, the matter was fully explained, and that Association recognised that the alteration in the wharfage rules was necessary in the interests of the trade and also of the Railway.

6. Further, I have to state that arrangements have been made for the Carting Agents to be advised by 6 P.M. of all goods which are unloaded up to that time.

7. In regard to the Goods yards at Colaba and Wadi Bunder I note that you consider they are badly mapped out; but you do not say that the accommodation available is badly worked.

8. The Company does not let out on hire either Railway sheds or open spaces, which are all used for public traffic, the arrangements for their use being made by the Company as they consider expedient for their business.

9. In regard to collecting freight for part consignments, I have to state that this is in accordance with this Company's published rules, and that we are within our rights in collecting such freights.

10. In conclusion I have to regret that this Company cannot agree to allow an extra day free of wharfage, for part

consignments. As pointed out by the General Traffic Manager to the Members of the Grain Merchants' Association, the remedy is entirely in the hands of the merchants, for if they arrange to have one Railway receipt for each wagon load of grain and seeds, instead of taking one receipt for several wagons, no question of part consignments will arise.

Yours faithfully,

D. S. BURN.

Acting Secretary.

D. A. Nil.
S. M. F.

THE INDIAN MERCHANTS' CHAMBER & BUREAU.

77-79, Apollo Street,

Bombay, 7th November 1910.

From,

The Secretary,

The Indian Merchants' Chamber and Bureau,

Bombay.

To,

The Agents,

Great Indian Peninsula Railway,

Bombay.

SIR,

I have the honour to acknowledge the receipt of your favour of the 18th August 1910, bearing No. 730 Mis/25 in reply to the representation of this Chamber on Wharfage rules.

The Committee of this Chamber note with regret that many of the salient points in their representation are ignored and that they have not received a satisfactory answer to an appeal made *bona fide* to ensure a better working between the Railway authorities and merchants.

It appears from paragraph 3 of your letter as if grain merchants agreed to your proposals about changes in wharfage rules. Under this misimpression you express your surprise at my writing to you about 'not consulting the convenience of merchants before introducing new rules.' Needless to say we have made full investigations in the matter and yet even after that my Committee do not see any ground for changing their opinion that 'the convenience of merchants was not consulted before new rules were enforced.' A meeting of grain merchants did of course take place with Mr. Muirhead the then Traffice Manager of your Railway but my Committee are reliably informed that the grain merchants did not at all bind themselves to any proposals of Mr. Muirhead during the course of the meeting. Their contention at the time was that no steps should be taken before the *Divali*, as is admitted in the para 3 of your letter. The statement of my Committee that grain merchants did not agree to the proposals of Mr. Muirhead in any form is borne out by the surprise expressed by the Secretary of the Grain Merchants' Association in his letter to the General Traffic Manager of your Railway, dated the 14th June 1910.

In the same way my Committee may be allowed to point out the inaccuracy in para 5 of your letter wherein it is observed that the Cotton Merchants' Association 'recognised that the alteration in the wharfage rules was necessary in the interests of trade and also of the Railway.' My Committee are authorised to say on the testimony of leading Cotton Merchants that at the meeting with Mr. Muirhead Cotton Merchants did not recognise the new rules as 'necessary in the interests of trade.' This is borne out by the fact that at the aforementioned meeting several important modifications in wharfage rules were suggested, which were agreed to by Mr. Muirhead-modifications which my Committee recommended in their representation to you. In this connection I beg to draw your attention to a letter addressed to the

General Traffic Manager of your Railway by Secretaries of the Bombay Cotton Association Ltd., and the Bombay Cotton Exchange Co. Ltd., wherein are mentioned all the modifications agreed upon between these Cotton Associations on the one side and Mr. Muirhead on the other.

You mention in your letter para 6 that 'arrangements have been made for the carting agents to be advised by 6 P. M. of all goods which are unloaded upto that time, My Committee may be allowed to state that this arrangement was not provided for by the new wharfage rules and that it was introduced after protests were made by commercial bodies.

With regard to para 7 of your letter, I may quote the following sentence from our original representation, "the mapping out of the goods yards of Colaba and Wari Bunder is very defective, so much so that many a time not more than one row of carts can pass through the yards." It appears from the aforementioned letter of the Cotton Associations to the General Traffic Manager of your Railway, that the grievance complained of by my Committee has been removed, which shows that it was not an imaginary grievance. "The Railway will make better arrangements to handle the traffic, and unloading of goods shall be done so that there is room for carts to pass and repass. The second gate which upto now has been kept mostly closed will also be opened for goods to pass out."

With reference to para 8 of your letter the Committee are sorry that they are not given a satisfactory answer with regard to letting shed and open spaces to private companies. Even if these sheds and open spaces are not let out on hire, it is a fact which is not controverted in your letter that certain sheds and open spaces are reserved for certain merchants to which the public has no admission. In this connection my Committee beg to point out to you the fact that shed No. 3 in the Wari Bunder Goods Yard is reserved expressly for Messrs. Raili Brothers. They learn that no member of

the outside public has a right of admission to this shed, where cleaning machines also are observed to be fixed up as if it were a private property. Surely this is neither equitable nor just.

With regard to para 9 of your letter, my Committee beg to state emphatically that as far as they know there is no such a rule as alleged by you with regard to collecting freight for part consignments and the Railway Company is not justified in collecting such freights. This is again borne out by the modifications made in warfage rules. It is arranged that "it shall be optional for the consignee to pay the Railway freight on the whole consignment or only on that portion which has arrived and which he is taking delivery of." (Vide aforementioned letter of the two Cotton Association to the General Traffic Manager G. I. P. Railway.)

I beg to remain,
Sir,
Your most obedient servant,
J. K. MEHTA,
Secretary.

GREAT INDIAN PENINSULA RAILWAY COMPANY.

AGENT'S OFFICE.

Victoria Terminus,

No. 730; Mis 37.

Bombay, 19th January 1911.

The Secretary,
The Indian Merchants' Chamber and Bureau,
Bombay.

DEAR SIR,

With reference to your letter of the 7th November 1910, making a further representation with regard to the new wharfage rules lately introduced by this Company and complaining that many of the salient points made in your re-

presentation of the 27th July had been ignored and that your Chamber had not received a satisfactory answer to the appeal then made, I think it will make matters clear if I enumerate in detail the several points brought forward in your letter of the 27th July. They are as follows:—

(*a*) That the attention of your Chamber had been drawn by Grain, Seed and Cotton Merchants to the hardships and inconveniences entailed upon the respective traders by alterations in the wharfage rules.

(*b*) That the new rules were notified without consulting the convenience of merchants.

(*c*) That if goods are unloaded between 5-30 and 6 p. m. it could only be about 8 p. m. before the Carting Agents could ascertain what goods had been unloaded after 3 p. m.

(*d*) That merchants are keen to remove the consignments as soon as they can but that the "practical inconvenience" is the insufficiency of space.

(*e*) That the surface of the yard after the rains is so uneven that carting is done with difficulty.

(*f*) Great inconvenience is caused by letting out Railway sheds and open spaces to private firms.

(*g*) That it is unjust and contrary to all recognized rules of Railway Companies to ask merchants to take delivery of part consignments.

(*h*) That one day more should be allowed free of wharfage for part consignments than for whole consignments.

2. The above mentioned points were replied to in my letter of the 18th August to your address as follows; viz:—

Point (*a*) in para 3.
,, (*b*) ,, 4.
,, (*c*) ,, 6.
,, (*d*) ,, 2.
,, (*f*) ,, 8.
,, (*g*) ,, 9.
,, (*h*) ,, 10.

3. With regard to (*b*) above I would refer you to paras 3 and 4 of my letter No. 780 Mis 25 of 18th August 1910. Before introducing the new rules our General Traffic Manager advised the Secretary of the Grain Merchants' Association and subsequently had a meeting with the Chairman and Committee at which the matter was discussed. The Committee fully recognised that the rules were necessary in the interest of the trade. In a letter No. 122-34-1966 of the 17th October from the Secretary of the Grain Merchants' Association wrote to the Secretary, Carting Agent's Association as follows:—

"I herewith send copies of correspondence this Association had with the present Traffic Manager G. I. P. Railway and my Committee think the arrangements brought about as satisfactory."

4. It is correct that Grain Merchants suggested, no steps should be taken before the Diwali, but this suggestion could not be agreed to for the reasons given in para 3 of my letter of 18th August 1910. No hitch, however, occurred in carrying out the rules in consequence of the action taken, which shows that the view taken by this Railway was correct.

5. In regard to the assertion that at the meeting which the General Traffic Manager had with the Cotton Merchants' Association they did not recognise that the alteration in the wharfage rules was necessary in the interest of trade, I would

remind you of your own statement that merchants are keen to remove their consignments as soon as they can, and would add that it is obviously to the interest of the trade to increase the daily deliveries as much as possible, seeing that it is the deliveries which govern the situation, and, as the taking of delivery is not as rapid as it might be, it has been arranged in conjunction with the principal traders to adopt measures for the purpose of expediting delivery. Under present conditions we can only unload 180 wagons a day at Colaba because we can only get delivery taken of that number. The daily loading is in excess of deliveries and is limited by them so that, during a certain period of the season, there must be an accumulation of loaded wagons unless booking is restricted. Such restriction of booking is not in the interest of trade. It is correct that certain modifications were agreed to viz. that Carting Agents should be advised by 18 o'clock of all goods unloaded each day, and that no wharfage should be charged if such advice has not been sent, but I do not quite follow why this should be a cause for complaint on the part of the Members of the Indian Chamber.

6. With regard to (c) I would refer you to para 6 of my letter No. 730 Mis/25 of 18th August, in which you were informed that Carting Agents would be advised by 6 p.m. of all goods unloaded up to that time.

7. As regards (d) I would remark that in para 2 of my letter of the 18th August 1910 I pointed out that experience did not support the statement made in your letter of the 27th July that merchants are keen to remove consignments as soon as they can. A very much larger business could be done at Wari Bunder if merchants were prompt in taking delivery. You state that the practical inconvenience is insufficiency of space. Where space is restricted, as it is and must be for all trades and public bodies in a small island like Bombay, the rapid taking of delivery of goods at the Railway Terminus is the only remedy and any action tending to retard delivery

must be prejudicial to trade. The Railway desires rapid delivery and is ready to do all it can to promote it. It remains for the merchants to respond. If they do so, trade will be facilitated, if they do not, stagnation must result. The amount of unloading space available both at Colaba and Wadi Bunder is restricted absolutely by the conditions which prevail in the Island of Bombay, and, this being so, the extent of unloading space available depends entirely upon the rate at which delivery is taken. Slowness in taking delivery, which has occurred in the past was felt to be accentuated by the Company's wharfage rules, which permitted a consignment unloaded say at 16 o'clock on Monday to be kept free till closing time on Wednesday, or over 48 hours, and admitted of consignments being kept on hand till the whole consignment was received, which might be a week later or even longer. During the period 1st December 1909 to 31st March 1910 large numbers of wagons loaded with cotton were held up at different stations on the line. Wagons could not be supplied and bookings for certain periods had to be stopped, because delivery was not taken fast enough to clear the ground for further unloading. Similarly at Wadi Bunder over 2,000 wagons were held up in the month of April for the same reason paralysing the traffic and causing not only loss of traffic to the Railway, but also considerable inconvenience if not loss to the trade. All this was due to the fact that goods ready for delivery, and of which delivery could have been taken, if merchants had been whole-hearted in assisting the general welfare of trade, were not removed, but were left on the Railway Company's premises. Without the co-operation of merchants this hinderance to trade cannot be removed.

8. As regards (*f*) I have to say that the statement made therein is not correct as already pointed out to you on a previous occasion, and I would suggest that, before complaints are made of the arrangements adopted by the Railway

Company for the conduct of its own business, there should be more zealous co-operation with the Railway in its desire to effect rapid delivery. In this direction a great deal can be done to facilitate trade in general. It is the main essential, and, when that has been done, it will be time enough to consider what other measures can be adopted to further improve matters.

9. With regard to (*g*), I have to say that the Company is within its legal rights in requiring delivery of part consignments and the point was fully considered before the rule was made. I much regret to notice that you are opposed to the taking of delivery of part consignments. It is one of the ways in which merchants can assist in effecting more rapid delivery and the clearance of available space for further unloading.

10. And with regard to (*h*) I would refer you to para 10 of my letter of 18th August, in which I stated that this Company cannot agree to allow an extra day free of wharfage for part consignments.

Yours faithfully,

D A. Nil. Agent.
S. M. F.

28th February 1911.

To,
The Secretary,
Grain Merchants' Association,
Bombay.

A copy of the reply given by the G. I. P. Ry., to the representation made by this Chamber in connection with their wharfage Rules has been enclosed herein. You will please peruse it and communicate to me the opinion of your committee in regard to the same.

Yours faithfully,
J. K. MEHTA,
Secretary.

133671

THE GRAIN MERCHANTS' ASSOCIATION.

305-319, Musjid Bunder Road.

No. 123-35-1966. Bombay, 18th October 1910.

To,

The Secretary,

Indian Merchants' Chamber and Bureau.

Bombay.

DEAR SIR,

I beg to send you a copy of letter addressed to the General Traffic Manager, G. I. P. Ry. detailing what transpired at the interview he had with the Vice Chairman and the undersigned in his office on the 28th ultimo, regarding the alleged congestion at Wadi Bandar, its causes etc., and also copy of the confirmation thereto by the General Traffic Manager.

I was asked by your Vice Chairman Mr. Purshotamdas last Saturday, whether this Association had at a meeting with the General Traffic Manager, Mr. Muirhead on the 16th May last accepted the changes that took the form of notices dated the 8th June last. In reply I am to say that at the said meeting of the 16th May, this Association did not commit itself to anything, but the time was imopportune and no changes would be welcome to them until the Diwali, and that any changes that the Railway might propose may be previously considered, before putting same into force, at least with two months previous notice. (vide this Office Letter No. 69-448-1966 dated 11th June 1910.)

From the detailed account of what transpired at the meeting on the 28th ultimo you will observe that the burden of congestion at Wadi Bundar was ingeniously sought to be imposed upon the consignees, which is now proved to be otherwise by admission as per confirming letter by the General Traffic Manager.

I am dear Sir,

Yours faithfully,

LALSHANKER HARPRASAD,

Secretary.

THE GRAIN MERCHANTS' ASSOCIATION.

305—319, Musjid Bunder Road.

No. 109-12-1966.

Bombay, 1st October 1910.

To,

The General Traffic Manager,
G. I. P. Ry. Bombay.

DEAR SIR,

This Office No. 108-11-1966 of 26th ultimo, in reply to yours No. Commercial GG. 162 of 20th September 1910.

With reference to your interview with our Vice Chairman Mr. Deoraj Tokersey & others at your office on the 28th ultimo when your Dy. Traffic Manager Mr. Carreras and the Wadi Bundar Goods Superintendent Mr. Hubbard were present, the subject of the so-called congestion at the Wadi Bundar yard during Busy Season and How to remedy same, as also your Notices dated the 8th June last re: Alteration in wharfage Rules and delivery of Partial Consignments were fully discussed and *it was agreed to by you that want of Marks played an important part in the congestion and that stringent orders have been issued by you to all stations on your line to mark every package before they are loaded for despatch and special orders to junction stations in connection with metre-gauge system to mark every package when unloaded for transferring same to the Broad-gauge Waggons. You also assured the Deputation to take up the question with the Foreign Railways in connection with your line.* On behalf of the Merchants the Deputation assured that the merchants will also try whereever practicable to have (though in most cases the consignments are not without private marks) private marks made on the consignments by the senders.

The mixed unloading by Raw and Inexperienced youths engaged temporarily for the purpose also contributed to the congestion and on that question you assured the Deputation that permanent staff have already been engaged by you and

that with proper marking of the consignments there will henceforth be no mixed unloading, nor names of wrong stations put on the unloading memos, nor will there be wrong or cross deliveries such as occured during the last season.

It w as also promised by you that the Delivery Office as a temporary measure will be shifted to shed No. 6, which is a central place and which shifting will save much time and trouble hitherto experienced by the Carting Agents, as also space for moving the carts in and out of the yard will be impro ved and goods will he unloaded in a way to have easy access for the carts thereto.

As to the necessity of improving the Sheds you contended that until the Port Trust and Harbour Branch lines are complete these costly impr ovements cannot be taken in hand, however assurance was given by you to do as much as possible to facilitate prompt deliveries.

Next coming to the Notices dated the 8th June last regarding (1) Alteration in Wharfage Rules, and, (2) Delivery of partial Consignments, it was argued the merchants did not take prompt deliveries of the consignments intentionally to take advantage of the liberal Wharfage Rules, and allowed them to remain on the Railway Premises for Shipment purposes and also for want of Godown and that necessitated the issue of these notices, but it was proved to be a fallacy on the grounds that there were but very few exporters amongst their members and also from an economic point of view no sane man would pay wharfage which would exceed very much the godown rent they or he would have to pay. It was ultimately agreed by you that the words "available for delivery" are to be construed to mean those goods in respect of which information with unloading memos pointing out the Section and Shed where unloaded is given before 18 o'clock, are to be understood as available for delivery, and such goods only shall incur wharfage as are not removed before the closing time of the day next after the information

as above is given, i.e. to say if the information as above for. the goods unloaded at 17 o'clock on Monday is not given before 18 o'clock on Monday, these goods can be cleared before the closing time on Wednesday free of wharfage Regarding Partial Delivery of consignments you agreed to accept freight for so much as could be taken delivery of and payment of freight of the whole consignment will not be asked by the Ry. In connection with this you also promised to arrange to have the Cashiers on duty in the morning in time as otherwise delay will again cause confusion.

It was remarked that the merchants (senders) should try to have one railway receipt for one waggon load, and not one Ry. Receipt for more than one waggon loads. The Deputation assured you that though they will instruct their constituents for the advisability of the suggestion, however, it is in the hands of the Railway Company to enforce such a procedure and that this question is also worth its while being taken up with the connected Railways.

One thing more was brought to your notice and that was to deduct wrongly charged excess freight from the bill before recovery, so as to avoid trouble on both sides for the consignees to pay first and claim a refund and for the Railway company to pass a claim and pay same. In this behalf you agreed to do so and readjust the Bills so far as Bombay Goods Depot were concerned.

The question of Risk note] was touched and discussed but as suggested by you I shall deal with it in another letter.

The Committee desire me to express their thanks for the cordial reception of their Deputation and the Business-like spirit in which the interview ended and hope in future such interviews will lead to much improvement in trade of the City and in the traffic on your line by mutual co-operation.

I have the honour to be,
Sir,
Your most obedient servant,
(Sd.) LALSHANKAR HARPRASAD,
Secretary.

From

The Great Indian Peninsula Railway Company,

General Traffic Manager's Office,

No. Bombay, 5th October 1910.

"Commercial" GG. 162.

To

The Secretary,

The Grain Merchants' Association,

305-319 Musjid Bundar Road,

Bombay.

DEAR SIR,

I have the honour to acknowledge receipt of your No. 109-12-1966 of the 1st instant, which correctly represents what transpired when I had the pleasure of meeting your Committee on the 28th September 1910, except in regard to your para 5 as to the time upto which advice would be given of unloading of goods. My note shows that it was agreed that all goods entered on unloading Memos handed to consignees upto 18 o'clock must be taken delivery of that afternoon, if not, wharfage would be incurred.

I have the honour to be,

Sir,

Your most obedient servant,

(Sd.) H. C. RADFORD.

Ag. General Traffic Manager.

THE GRAIN MERCHANTS' ASSOCIATION.

305-319, Musjid Bundar Road.

No. 112-23-1966,

Bombay, 7th October 1910.

To

The General Traffic Manager,

G. I. P. Ry. Bombay.

DEAR SIR,

In acknowledging your "Commercial" GG. No. 162 of 5th instant, I have the honour to state that the last sentence

"that it was agreed that all goods entered on unloading Memos handed to the consignees up to 18 o'clock must be taken delivery of *that afternoon*" is not clear, and I think there is an evident mistake in the wording of your notes alluded to by you. I beg to be more clear on the point. It was agreed that all the goods in respect of which unloading memos are handed to the consignees upto 18 o'clock, shall be cleared before the closing time of the next day, if not, wharfage would be incurred. *e. g.* goods unloaded at 17-30 or say 17-45, in respect of which unloading memos shewing he shed and section where unloaded is handed to the consignees the very day upto 18 o'clock must be cleared the next day, if not, cleared on the next day Wharfage would tbe incurred.

Yours Truly,
(Sd.) LALSHANKAR H.
Secretary.

From,
The General Traffic Manager's Office, G. I. P. Ry,
Bombay, 11th October 1910.

No.
Commercial GG. 162

To.
The Secretary,
The Grain Merchants' Association,
Bombay.

SIR,

I have the honour to acknowledge receipt of your letter no., 112-23-1966 of 7th October 1910, and with reference to the last portion thereof beg to say, that this is correct.

I have the honour to be,
Sir,
Your most obedient servant,
(Sd.) R. R. CARRERHS.
Ag. Dy. Traffic Manager Coml.

APPENDIX F.

No. 3398 of 1910.

Financial Department.

Bombay Castle, 20th October 1910.

From,

P. B. Haigh, Esquire, I. C. S.,

Acting Under Secretary to the Government of Bombay.

To,

The Chairman, Indian Merchants' Chamber and Bureau,

Bombay.

SIR,

With reference to Government letter No. 4105, dated 16th November 1909, I am directed to state that instructions have been issued for the appointment of a Committee to consider what days in the year 1911 should be recognized as holidays under the Negotiable Instruments Act, No. XXVI of 1881. The Committee will consist of Chairman, Chamber of Commerce, Bombay, the Secretary and Treasurer, Bank of Bombay, the Accountant General, an officer to be nominated by the Chief Justice of His Majesty's High Court of Judicature, a representative of the Exchange Banks in Bombay and a member to be nominated by your Chamber. I am directed to request that you will be good enough to move your Chamber to nominate a representative on the Committee and to communicate his name to Government at as early a date as possible.

I have the honour to be,

Sir,

Your most obedient Servant,

P. B. HAIGH,

Acting Under Secretary to Government.

3rd November 1910.

From,

The Secretary,

The Indian Merchants' Chamber and Bureau,

Bombay

To,

P. B. Haigh, Esquire, I. C. S.,

Acting Under Secretary to the Government of Bombay,

Bombay.

SIR,

I have the honour to acknowledge the receipt of your favour of the 20th October 1910, bearing No. 3398 of 1910.

The Committee of this Chamber desire me to inform you that the Hon'ble Mr. Manmohandas Ramji will represent this Chamber on the Committee appointed to consider what days in the year 1911, should be recognised as Holidays under the Negotiable Instruments Act No. XXVI of 1881.

I beg to remain,

Sir,

Your most obedient servant,

JEYSUKHLAL K. MEHTA,

Secretary.

APPENDIX G.

From

The Chairman,

The Indian Merchants' Chamber & Bureau,

BOMBAY.

To,

The Registrar

The University of Bombay.

DEAR SIR,

I have the honour by direction of the Committee of this Chamber to make the following representation to the Senate on the desirability of the establishment of a Faculty

of Commerce by the University of Bombay which it is to be hoped will meet with the favourable consideration of that learned body.

It is superfluous at this time of the day to expatiate on the importance in which Commerce is held all over the civilised world, and the vast influence which it exercises on the material and moral prosperity of a people. Modern economists have highly emphasized that importance and influence and attached the greatest value to the recognition of Commercial economics by the highest Seats of Learning. Statesmen and Scholars alike have supported the economists and have during the last few years, frequently emphasized the importance of the recognition of the scientific study of commerce by Universities. It will be enough to quote in this place the following observations from a speech of the Right Hon. Mr. Bryce a distinguished Scholar and Statesman and now the Ambassador in the United States where Commercial education of the highest quality is sedulously cultivated with the most beneficial results not only to the people of their country but to the world at large.

"I have felt for many years and I have taken many occasions of urging that modern Commerce, whether it may be regarded as an exchange of commodities or be studied from the side of production or the side of finance, has now become a subject which ought to receive full University recognition. It is a subject which is quite worthy of being treated in a philosophical, and scientifical way and of having a place in the Curriculum of our Universities."

Coming nearer home it may be useful to recall here the words of one of the late Governors of Bombay. In his address as Chancellor of our local UNIVERSITY Lord Northcote pointed out that Commerce should be as thoroughly taught, and honoured a study as any of those other branches of Learning which an Indian University delights to honour, and the high literary reputation of the University of Bombay

would in no way be diminished by increased recognition on its part of proficiency in scientific, agricultural, and commercial studies.

The principle underlying these valued observations is realised in practice in almost every Western country.

Faculties of Commerce with courses of studies leading to a Bachelors Degree and a Masters Degree in Commerce have already been instituted in the Universities of London, Birmingham, Manchester, Leeds, and elsewhere. Even the Orthodox Universities of Cambridge and Oxford have, though late in the day, seen the utility and importance of Commercial Education, and have made provision accordingly. If these older but most conservative Universities have made a provision for Commercial Education there can be no reason for India specially such a Commercial a Presidency as that of Bombay, to lag behind.

There is the greater reason for the introduction of a Commercial course in Indian Universities, seeing how the modern commercial and industrial spirit, which has been active in this country during the last few years, practical instance of which is to be noticed in the many new commercial and industrial enterprises that have been launched. In order that these ventures may properly succeed and some of our young men may turn their attention from the somewhat overcrowded literary professions to commerce and business, it is essential that Commercial Education of the highest quality should be introduced in the Curriculum of our Universities.

That there is a genuine desire among such men to pursue commercial studies may be seen from the large number of commercial schools that have sprung up in Bombay and elsewhere and the number of students attending them. To the knowledge of the Chamber, there are no less than 20 such classes in Bombay alone, and the number of students attending is about 400. But after all, these commercial

classes only teach up to a standard, far below that which a University alone can teach. The high scientific standard is wanting. This want can be met only by the University.

Under the circumstances, the Committee of the Chamber earnestly pray that the Senate of the Bombay University will be pleased to consider this representation and see its way at an early date to take all practical steps for the systematic instruction in the Science of Commerce, by establishing a Faculty of Commerce.

It will, in the opinion of the Committee, be a great step towards placing Commercial Education on a truly scientific basis, and encouraging the study of an important branch of Learning which is certain, in years, to shed its far-reaching influence on the prosperity of this Presidency and its people alike.

I beg to remain,
Sir,
Your most obedient servant,
MUNMOHANDAS RAMJI,
Chairman.
PURUSHOTTAMDAS THKOREDAS,
Vice Chairman.

J. K. MEHTA,
Secretary.

APPENDIX H.

No. 9644 of 1910.

Revenue Department.

Bombay Castle, 22nd October 1910.

From,
P. B. Haigh, Esquire, I. C. S.,
Acting Under Secretary to the Government of Bombay.

To
The Secretary,
Indian Merchants' Chamber and Bureau, Bombay.

SIR,

I am directed to forward for the information of the Chamber a copy of a letter No. 17-141-2, dated 22nd September

1910, from the Government of India, regarding the proposal to control the import of plants, grafts, seeds and the like so as to prevent the introduction into this country of insect pests and fungoid diseases, and to request that Government may be favoured with the opinion of the Chamber on the proposals made by the Government of India.

I have the honour to be,
Sir,
Your most obedient servant,
P. B. HAIGH,
Acting Under Secretary to Government.

No. 17-141-2.

From,
The Hon. Mr. E. D. Maclagan, C. S. I., I. C. S.,
Secretary to the Government of India,
Department of Revenue and Agriculture.

To
The Chief Secretary to the Government of Bombay.
Simla, the 22nd September 1910.

SIR,

I am directed to forward copies of a pamphlet containing correspondence regarding a proposal to control the import of plants, grafts, seeds and the like so as to prevent the introduction into this country of insect pests and fungoid diseases.

2. The Government of India as at present advised are of opinion that some measure of control is desirable to protect the staple agricultural products of India from danger arising from the importation of insect pests and fungoid diseases with foreign plants. I am accordingly to request that the Government of India may be favoured with the opinion of the Governor-in-Council on the advisability of issuing under section 19 of the Sea Customs Act, 1878, (VIII of 1878), a notification on the lines of the schedule of dangerous plants which forms an enclosure to the letter from

the Director, Agricultural Research Institute, Pusa, No. 106, dated the 9th July 1910, appended to the printed pamphlet forwarded herewith. It is suggested that the individuals and bodies noted in the margin might suitably be consulted in the matter.

1. Provincial Directors of Agriculture.
2. Provincial Economic Botanists.
3. Officers in charge of important Botanical Gardens.
4. Customs Authorities.
5. Chambers of Commerce.
6. Leading Representative of Tea, Coffee and Fruit Industries.

I have the honour to be,
Sir,
Your most obedient servant,
(Sd.) E. D. MACLAGAN,
Secretary.

THE INDIAN MERCHANTS' CHAMBER & BUREAU.

77-79, Apollo Street,
Bombay, 29th November 1910,

From,
The Secretary,
The Indian Merchants' Chamber & Bureau,
Bombay.

To
P. B. Haigh, I. C. S.,
Acting Under Secretary to the Government of Bombay.

SIR,

I am asked by the Committee of this Chamber to inform you that they have considered your letter of the 22nd October 1910, bearing No. 9644 of 1910 regarding the proposal to control the import of plants, grafts, seeds and the like so as to prevent the introduction into this country of insect pests and fungoid diseases. The Committee have no objection to the proposal made by the Government of India with regard to their being put into practice.

I beg to remain,
Sir,
Your most obedient servant,
J. K. MEHTA,
Secretary.

APPENDIX I.

No. 4107 of 1910.

General Department.

Bombay Castle, 25th August 1910.

To

The Secretary, Indian Merchants'
Chamber and Bureau,
Bombay.

SIR,

I am directed to forward herewith copy of a Bill further to amend the Indian Tramways Act, 1886, with the statement of Objects and Reasons and to request that Goverment may be favoured with the opinion of the Chamber on the provisions of the bill before the 15th proximo.

I have the honour to be,
Sir,
Your most obedient servant,
I. M. ANTIA.
for Secretary to Government,

Note :—

A reply was sent giving the opinion of the Committee approving of the Bill.

A Bill further to amend the Indian Tramways Act, 1886.

WHEREAS it is expedient further to amend Indian Tramways Act, 1886; It is hereby enacted as follows:—

Short title.

1. This Act may be called the Indian Tramways (Amendment) Act, 1910.

Substitution of new clause (5) in section 3, Act XI of 1886.

2. For section 3, clause (5), of the Indian Tramways Act, 1886, the following shall be substituted, namely:—

"(5) 'tramway' means a tramway having one, two or more rails, and includes—

(*a*) any part of a tramway, or any siding, turn-out, connection, line or track belonging to a tramway;

(*b*) any electrical equipment of a tramway; and

(*c*) any electric supply-line transmitting power from a generating station or sub-station to a tramway or between any such generating station and a sub-station."

Amendment of clause (9) of section 3, Act XI of 1886.

3. In section 3, clause (9), of the said Act, after the word "steam-power" the words "electrical power" and after the word "producing" the words "or utilising" shall be inserted.

Substitution of new clause (*e*) in section 7 (2) Act XI of 1886.

4. For section 7, sub-section (2), clause (*e*), of the said Act, the following shall be substituted, namely:—

"(*e*) the space which shall ordinarily intervene between the outside of the carriage way on either side of a road whereon the tramway is to be constructed, and—

(i) in the case of a tramway having one rail, the rail of the tramway, or

(ii) in the case of a tramway having two or more rails, the nearest rail of the tramway, and the conditions on which a smaller space may be permitted."

Amendment of clause (*m*) of section 7 (2), Act XI of 1886.

5. In section 7, sub-section (2) clause (*m*), of the said Act, after the word "steam-power" the words "electrical power" shall be inserted.

Amendment of clause (*e*) of section 24 (1), Act XI of 1886.

6. In section 24, sub-section (1), clause (*e*), of the said Act, after the word "steam-power" the words "electrical power" shall be inserted.

Amendment of section 44, Act XI of 1886.

7. In section 44 of the said Act, after the word "engine-sheds" the words "electrical generating stations or sub-stations" shall be inserted.

STATEMENT OF OBJECTS AND REASONS.

This Bill has two objects; the application of the Indian Tramways Act, 1886, to monorails, and the inclusion within the provisions of that Act of tramways worked by electricity.

2. Under existing law a monorail may be either a railway or a tramway, according to the circumstances in which it may have been constructed. It is not considered desirable that monorails which are usually designed for the local transit of goods over very short distances, should be subject to all the limitations imposed by the Indian Railways Act. 1890, until the necessity for their being so subject has been fully demonstrated. It is therefore proposed to free them from those limitations and to treat them as tramways.

3. The Indian Tramways Act, 1886, was passed before the introduction into India of electric traction; and it is desirable that it should now be so amended as to bring electric tramways within its scope.

B. ROBERTSON.

The 6th July 1910.

Notes on Clauses.

Clause 2.—This clause substitutes for the existing definition of "tramway" a definition—

(*a*) making it clear that the term includes a monorail, and

(*b*) bringing within the definition the electric appliances necessary to a line worked by electric traction.

Clause 4 makes an amendment in the existing law consequential on the application of the Act to monorails.

Clauses 3, 5, 6 *and* 7 make such amendments in the sections to which they relate as are necessary to subject lines worked by electric traction to the provisions of the Act.

APPENDIX J.

PROCEEDINGS OF THE COMMITTEE

OF

GWALIOR CHAMBER OF COMMERCE.

Dated the 17th September 1911.

Read Agent, G. I. P. Railway's letter No. 66-A/48, dated 8th September 1911, intimating that the Great Indian Peninsula Railway Company's Board of Directors have expressed themselves in favour of the introduction of intermediate class accommodation on their Railway, and that steps will accordingly be taken to introduce as early as possible, an intermediate class on mail and third class express trains.

Resolved that the Agent, G. I. P. Railway, may be requested to convey to the G. I. P. Railway Company's Board of Directors the thanks of this Chamber for the Board's decision on the representation made by this Chamber to the Railway Board, Simla, in November 1910.

Resolved that this Chamber's thanks may also be communicated to the various Chambers of Commerce and Trade Associations and also to the Press who supported the Chamber's proposal regarding the introduction of an intermediate class on the G. I. P. Railway.

R. D. VAISHYA,
Honorary Secretary.

No. 125.

Dated 17th September 1911.

Copy forwarded to the Secretary Indian Merchants' Chamber and Bureau, Bombay for information.

R. D. VAISHYA,
Honorary Secretary,
Gwalior Chamber of Commerce.

From

The Secretary,

Indian Merchants' Chamber and Bureau, Bombay.

To

The Secretary,

The Railway Board, Simla.

SIR,

I am asked by the Committee of this Chamber to write to you, supporting the representation of the Gwalior Chamber of Commerce regarding the necessity for having an Intermediate Class of Carriage for Passengers. My Committee discussed this subject with the Hon. Sir T. Winne. President to the Railway Board, on his visit to this City. The fact is that owing to the tremendous increase in rates of First and Second Class Tickets it is proving increasingly difficult for men of moderate means and yet respectable position to travel by First or Second Class. Such being the case the Committee of this Chamber beg to urge that all the Railway Companys in India may be asked to provide Intermediate Class accommodation for the public.

I beg to remain,

Sir,

Your most obedient servant,

J. K. MEHTA,

Secretary.

APPENDIX K.

No. 40 of 1911.

Marine Department.

Bombay Castle, 18th January 1911.

To,

The Secretary,
The Indian Merchants' Chamber & Bureau,
Bombay.

SIR,

I am directed to forward herewith for the information of the Indian Merchants' Chamber and Bureau a copy of Government Notification No. 1 dated 4th January 1911 regarding the election of two elective-trustees under sub-section (1) of section 6 of the Bombay Port Trust Act, 1879, for the term of office commencing on the 1st April 1911.

I have the honour to be,
Sir,
Your most obedient Servant,
I. M. ANTIA,
for Secretary to Government.

Marine Department.

Bombay Castle, 4th January 1911.

No. 1,—In exercise of the powers conferred by sub-section (1) of section 6 of the Bombay Port Trust Act, 1879 (VI of 1879), the Governor in Council is pleased to direct that the election of two elective-trustees under the said section for the term of office commencing on the 1st April 1911 shall be made as follows:—

One by the Indian Merchants' Chamber and Bureau, Bombay.

One by the Grain Merchants' Association, Bombay.

By order of His Excellency the Honourable the Governor in Council,

L. ROBERTSON,
Secretary to Government.

BOMBAY PORT TRUST.

Secretary and Chief Accountant's Office,

Ballard Road, Fort,

Bombay, 25th January 1911.

No. 458.

To,

The Secretary,

The Indian Merchants' Chamber and Bureau,

Bombay.

SIR,

With reference to Government Notification, Marine Department, No. 1 dated 4th January 1911 directing under sub section (1) of section 6 of the Bombay Port Trust Act, 1879 that your Association shall elect a gentleman to serve as a Trustee for the Port of Bombay for the term commencing from the 1st April 1911, I am directed to say that, under the provisions of section 10 of the Act, it will be the duty of your Association, on some day not earlier than the first and not later than the fifteenth of March next, to elect a gentleman accordingly.

2. I am to enclose a copy of the Port Trust Act and to invite attention to amended Section 6 prescribing the conditions relating to such elections.

I have the honour to be,

Sir,

Your most obedient servant,

Acting Secretary,

77-79, Apollo Street,

Bombay, 2nd March 1911.

From,

The Secretary,

The Indian Merchants' Chamber & Bureau,

Bombay.

To.

The Secretary,

The Bombay Port Trust,

Bombay.

SIR,

I have the honour to inform you that this Chamber has in accordance with sub section 1 of Section VI of the Bombay Port Trust Act (1879), duly elected Mr. Devidas Madhavji Thakersey as its representative on the Port Trust Board, of which you will be pleased to take note.

I beg to remain,

Sir,

Your most obedient servant,

J. K. MEHTA,

Secretary.

APPENDIX L.

THE BENGAL COAL COMPANY LIMITED.

Ahmedabad, 12th March 1911.

Agents

Gujerat and Kathiawar

Chimanlal Mangald as & Co.

The Secretary,

The Indian Merchants' Chamber and Bureau,

BOMBAY.

DEAR SIR,

Our attention has been drawn to the columns of the Indian Trade Journal of the 2nd instant and we appreciate the interest taken up by your committee to amend the present Risk note form B. and H.

It would be a matter of great obligation if you can kindly favour us with your intelligence as to whether under the rfsk note form H. the consignee can ask the Ry. Co., for refund of proportionate freight for weight found short at the destinations. The coal wagons booked from Coal fields often arrive short at the destinations. The consignees are deprived of their coals en route, and the Ry., Co., turn deaf ears to the complaints on the ground that the wagons are booked at owner's risk, they can not entertain any claim. They have refused the refund of freight even in cases where cost of coal is not claimed.

Hoping to be excused for the trouble and thanking you in anticipation.

We remain,

Dear Sirs,

Yours faithfully,

CHIMANLAL MANGALDAS & CO.

4th April 1911.

To

THE MANAGER,

BENGAL COAL COMPANY, LTD.,

AHMEDABAD.

DEAR SIR,

Your letter regarding the refusal of the Railway Companies to pay refund of frieght in case of the deminution of Coal at the Station of Destination was duly placed before my Committee for their consideration. The Committee thank you for bringing this matter to their notice, but would like to have particular instances of such a refusal and also of the exaet quantity of Diminution at the station of Destination, before they can approach the Railway Board, with a specific Complaint. You will kindly also state what are in your opinion the causes tending to such a loss in the weight of Coal.

Yours faithfully,

J. K. MEHTA,

Secretary.

THE BENGAL COAL COMPANY, LIMITED.

Ahmedabad, 7 April 1911.

Agents

Gujerat and Kathiawar

Chimanlal Mangaldas & Co.

To,

The Secretary,

The Indian Merchants' Chamber and Bureau,

BOMBAY.

DEAR SIR,

We beg to acknowledge the receipt of your esteemed avour of the 4th inst. and are thankful to you for the trouble you have taken in the matter.

The complaint regarding heavy shortages in consignments of Coal from mines in Bengal is of long duration and as a result thereof persistent efforts to remedy same, the G. I. P. E. I. & B. N. Railways have shown some willingness to remove the evil by allowing the wagons to be reweighed at the destination stations where there are weighbridges and charging freight on weights found, though with some unimportant reservations.

Now so far as the stations on the G. I. P. and other Railways mentioned above are concerned there may not be much cause for complaints but as a large number of factorie and Mills in Gujerat are served by the B. B. & C. I. Ry., it remains in the same aggravated state as this Railway, in spite of our presistent requests, still refuses to grant the privilege and fall in line with other Indian Railways. The Ahmedabad Mill Owners' and the Bengal Mining Associations have already approached the Railway Board on the subject, and a representation from your Board in support will be highly influential in moving that body to Press the B. B. & C. I. Railway to concede the point of re-weighment of coal at the destination Stations for determination of freight.

Owing to the (most obstinate, though unreasonable) attitude taken up by the B. B. & C. I. Railway as indicated above, we can not give you any particular instances of short weights; yet we can affirm with absolute truth that the shortage in the Rajhara Coal (E. I. Ry) received at Surat, Byculla, Kurla, Asarva, Baroda, varies from 8 cwts. to 2½ tons. per wagon of 16 to 20 tons.

The shortages in weights at the destinations may be accounted for by some of the following:—

(1) Faulty determination of carrying capacity of wagons necessitating in lighter coals like the Rajhara large piled loads which during the long journey mostly fall off,

(2) Occasion theft from wagons when they are in charge of Railways for carrying them.

(3) Defective weigh-bridge at the booking station, (and)

(4) General negligence of the Railways in view of their assured irresponsibility.

In conclusion, as the supply of coal is a question of vital importance to the Industry of the presidency and as the complaints of shortages are general and frequent. we urge you to please try your best to remove the evil.

Hoping to be excused for the trouble.

We remain,

Yours faithfully,

CHIMANLAL MANGALDAS & CO.

The Indian Merchants' Chamber and Bureau.

77-79, Apollo Street,

Bombay, 21st June 1911.

To,

The Agent,

B. B. & C. I. Railway,

Bombay.

SIR,

It has come to the notice of my Committee that coal Merchants have to suffer much inconvenience and undergo much loss due to heavy shortages in Consignments of coal from Mines in Bengal. The G. I. P., E. I., and B. N. Railways have shown some willingness to remove the evil by allowing the wagons to be reweighed at the destination Station where there are weigh-bridges and charging freight on weights found. My Committee learn with regret that such a convenience is not afforded by your Company. Thus a large number of Factories and Mills in Gujarat which are served by the

B. B. & C. I. Ry. have their grievence in the matter not removed as yet. My Committee learn that the shortage in the Rajhara Coal received at Surat, Byculla, Kurla, Asirva, and Baroda vary from 8 cwts. to 2½ tons per Wagon of 16 to 20 tons. This is a serious shortage indeed and it would be but reasonable and just were the merchants provided with the convenience which is afforded by the afore mentioned Railways. The convenience which is best described in Para 9 at Page 47 of Foreign Rate Circular No. 3 of 18th June 1910 of the G. I. P. Ry.

This Presidency is largely Commercial and Industrial and coal is naturally one of its necessary requisites. It should therefore be that the Traffic in coal should be as much facilitated as possible. My Committee therefore beg again to request you to grant their request.

Thanking you in anticipation.

I beg to remain,
Sir,
Your most obedient servant,
J. K. MEHTA,
Secretary.

GREAT INDIAN PENINSULA RAILWAY.

Items to be notified in Foreign Rate Circular No. 1 of 1911.

Articles.	Rates, charges, etc.
Reweighment of Coal wagons.	Para 9 under General at page 47 of Foreign Rate Circular No. 3 of 1st June 1910 is revised to read as under:— "The G. I. P. Ry. is prepared when required by consignees to reweigh wagons of coal at any destination station on its system at which there is a weigh bridge,

The charge for reweighment will be Re. 1 per wagon which must be paid before reweighments are carried out and no portion of this charge will be refunded.

Requests for reweighment of coal wagons must be made before expiry of the free time allowed for unloading failing which demurrage will be charged until the wagons are relieved.

Freight will be levied on the weight found on reweighment whether in excess or short of the invoiced weight but if the result of reweighment of a wagon be less than the minimum weight for charge fixed for that particular type of wagon and which minimum the coal booking station has shown as the weight charged for, no refund must be allowed.

Fractions of a ton being dealt with as follows:—

Below 2 cwts. No difference in charge.

		Ton.
2 cwts & below	8 cwts to be charged as	$\frac{1}{4}$
8 ,, ,, ,,	12 ,, ,, ,, ,, ,,	$\frac{1}{2}$
12 ,, ,, ,,	18 ,, ,, ,, ,, ,,	$\frac{3}{4}$
18 ,, ,, above	,, ,, ,, ,,	1

The Railway will not recognise any claims for the value of coal short received whem consigned at Owner's risk.

(Sd.) Dy. Tfc. Manager, "Commercial."

BOMBAY BARODA AND CENTRAL INDIA RAILWAY.

No. 9986.

Agent's Office,

Bombay, 12th July 1911.

From,

The Agent,

To

The Secretary,

Indian Merchants' Chamber and Bureau.

77-79 Apollo Street, Bombay.

Subject

Reweighment of coal.

DEAR SIR,

I beg to refer to your letter of the 23rd June 1911, requesting that coal may be reweighed at Surat, Asarva and Baroda stations on this Railway. As regards Asarva, the cramped condition of our Goods Yard and the inconvenient position of the weighbridge make it difficult for this Company to meet your request at present, but I shall be pleased to reconsider the question on the completion of the new station at Kankaria which has been designed to relieve the pressure at Asarva.

2. As to Surat and Baroda, we have had no complaints from these places of inconvenience suffered by coal Merchants owing to wagons of coal not being reweighed. Will you kindly send me copies of any such complaints you may have received.

Yours faithfully,

.....

Agent.

THE BENGAL COAL COMPANY LIMITED.

Ahmedabad, 31st July 1911.

Agents

Gujerat and Kathiawar

Chimanlal Mangaldas & Co.

The Secretary,

The Indian Merchants' Chamber & Bureau,

Bombay.

DEAR SIR,

Re weighment of wagons at the destination.

Will you be good enough to favour us to let us know the result of your endeavours with the B. B. & C. I. Ry. for reweighment of coal wagons at the destinations.

Hoping to be execused for the trouble.

We remain,
Yours faithfully,
CHIMANLAL MANGALDAS & Co.

2nd August 1911.

To

Messrs. Chimanlal Mangaldas & Co.

Agent, the Bengal Coal Co.

Ahmedabad.

DEAR SIR,

Referring to your favour of the 31st July I beg to send herewith a copy of the reply of the B. B. & C. I. Ry. to our representation regarding the shortage of coal. I have again sent a reply to the same.

Yours faithfully,
J. K. MEHTA,
Secretary.

16th October 1911.

To,

The Agent,

B. B. & C. I. Railway.,

Bombay.

SIR,

I beg to draw your attention to two letters written by me from this Office regarding "Shortage in Coal." Complained of by several merchants. In your first letter you informed me that no complaints were raised in regard to Surat, Baroda, and some other stations, I sent a reply however to this explaining that even at these stations complaints were not uncommon. I therefore beg to request you to be pleased to reply to my second letter.

Thanking you in anticipation.

I beg to remain,

Sir,

Your most obedient servant,

J. K. MEHTA,

Secretary.

BOMBAY BARODA AND CENTRAL INDIA RAILWAY.

I

No. 15022.

Agent's Office,

Bombay, 19th October 1911.

From

The Agent,

To

The Secretary,

The Indian Merchants' Chamber and Bureau,

77-79, Apollo Street, Bombay.

Subject

Reweighment of coal.

Reference

DEAR SIR,

With reference to your letter dated 16th October 1911, regarding the inconvenience which you state is suffered by

coal Merchants at Surat and Baroda, owing to wagons of coal not being reweighed, I beg to state that our Goods Yards at these stations are much congested and it would cause great inconvenience if we had specially to sort out and weigh wagons of coal. It was for this reason that we introduced special wagon rates for firewood, timber, and other goods carried in bulk. If coal Merchants continue to press for re-weighment of coal consignments at destination, we shall be compelled to reconsider the rates at present charged for the carriage of coal, which are very low.

Yours faithfully.

A. D. G. SHELLEY.

Agent.

APPEANDIX **M**.

HON'BLE SIR, T. WYNNE'S VISIT

Hon'ble Sir, T. Wynne the president of the Railway Board, had been requested by the Committee of the Indian Merchants Chamber and Bureau to favour this Chamber with an interview during his stay in Bombay while on his tour, and he having consented to grant the same, a special Meeting of the Committee of the Chamber was held on Thursday the 7th of November 1910, at 4 p. m., S. T. when the following questions relating to Railways were discussed with him.

The following members were present at the meeting.

Hon'ble Sheth Manmohandas Ramji, Mr. Purshottamdas Thakordas, Hon'ble Sir, Vithaldas Damoder Thakersey, Mr. Dinshah Edulji Vachha, Mr. Abdoolkadur Noorbhai, Mr. Morarji Velji, Mr. Chaturbhuj Shivji, Mr. Jaynarain Dani, Mr. Revashanker Jagjivan, Mr. Jethabhai Valji Mr. Madhavji Thakersey, and Mr. Lalshanker Harprasad.

Among the subjects discussed with him were.

1 The question of Risk Notes forms B. and H.

2 The question of the risk for goods in transit. Up to the present the Railway Companies had the risk laid on them but now they deny their responsibility.

3 The question of Risk Note form A.

4 The question of the great demand for Waggons.

5 The question of due notice which ought to be given by the Railway Companies some reasonable time before, they proceed to make any changes in the Tariff.

6 The question of the increased rates for the First and Second Class Passengers and

7 The question of the proper accomodation for females.

In the end, the Hon'ble Sheth Manmohandas Ramji, the Chairman of the Committee thanked the Hon'ble Sir, T. Wynne for the intervew he was pleased to grant and hoped that the same may prove most beneficial in the interets of the Native Merchants.

Mr. Noel Paton's Visit.

A special meeting of the Committee of the Indian Merchants' Chamber and Bureau was held on Friday the 14th of July 1911, to hold an interview with Mr. Noel Paton the Director General of Commercial Intelligence who was kind enough to accede to the Chamber's request for the same. The following members were present at the time.

Hon'ble Sheth Manmohandas Ramji, Mr. Purshottamdas Thakoredas, Mr. Dinshah Edulji Wachha, Mr. P. J. Bilimoria, Mr. Lakhamsec Nappu, Mr. Morarji Velji and Mr. Jethabhai Walji.

At the meeting the following subjects among others were discussed.

1 The question of maintaining a Hindi Section in the Office of the British Consulate in all the leading countries.

2 The question of the necessity of an Industrial Bureau with an exhibition appended to it in each of the Presidency Towns.

3 The question of the free supply of all Government publications to this chamber as is the case in relation to other Chambers and English Newspapers Agencies.

4 The question of assigining a class to each of the articles in the Export and Import Trade of India instead of their being shown in the returns under the head Post articles.

5 The question of inserting the names of the respective Manufactures in the Catalogue of Manufactures published by the Director General of Commercial Intelligence.

6 The question of the necessity of showing separate, the figures for different kinds of Cotton in the Official returns.

Some further light was thrown by Mr. Paton on the question of Sugar, industry in India and the question of Cotton seed oil Industry was also descused in detail.

The president at the meeting then thanked Mr. Paton for the favour he had done and the meeting was dissolved.

REPORT OF THE COMMITTEE.

OF THE

Indian Merchants' Chamber and Bureau.

For 1910-11 to be presented to the General Meeting to be held on the 30th September 1911.

Your Committee have great pleasure in presenting their fourth Annual Report to your Chamber. They held during the year 19 meetings.

1. One of the most interesting functions of the year was the address of welcome presented by Your Committee to H. E. Lord-Hardinge, whose kind, courteous and sympathetic reply was deeply appreciated by the Indian Mercantile Community.

Address of welcome to H. E. Lord Hardinge.

2. The question of alteration of the present Railway Risk-Note-Forms, B. & H., has been before the commercial world, since the last many years ; but hitherto without any satisfactory solution. Your committee forwarded a representation on the subject to the Railway Board, whose President, the Hon Sir T. Wynne, was kind enough to see your committee presonally on this subject. It was pointed out to the committee that if additional responsibility were placed upon the Railway companies, it was possible that there would be an increase in rates. Your Committee differed strongly from the view urging that the revision of the Risk-Note Forms did not place any additional responsibility on the Railway; but that such a responsibility was only an ordinary obligation of public carriers.

Railway Risk Notes.

3. The attention of your Committee was drawn by the Grain Merchants' Association to the hardships entailed upon Merchants by the Wharfage Rules framed by the G. I. P. Railway. Your Committee had a long Correspondence with the company Regarding this matter and have reason to believe that some at least of the hardships are removed.

Wharfage Rules.

4. In accordance with the right conferred upon Your Committee by the Government they elected the Hon. Mr. Manmohandas Ramji to represent your Chamber on the Holidays committee.

Holidays Committee.

Commercial Degree.

5. Your Committee during the course of the year took up the question of the Commercial Degree and represented to the Bombay University the desirability of instituting such a Degree. Your Committee are glad to inform you that the University has responded to this suggestion so far as to appoint a sub-Committee of several gentlemen, Fellows and Non-Fellows, interested in this question to report on it.

Insect Pest.

6. Your Committee supported the proposals of the Government of India regarding the protection of the Staple Agricultural products of India from danger arising from the importation of Insect Pests and fungoid diseases with foreign plants.

The Intermediate Class.

7. Your Committee supported the suggestion of the Gwalior Chamber of commerce regarding the necessity of having an Intermediate Class of Railway Carriages, and addressed the Railway Board to that effect.

Election of a Representative on the Port Trust.

8. Your Committee were obliged to the Government of Bombay for granting to the Chamber the privilege of electing an Indian representative of the Mercantile Community to the Port Trust, removing a long-pending injustice. Mr. Devidas Madhavji Thakersey was duly elected the representative of the Chamber.

Revision of Rules.

9. Some additions and alterations which were deemed essential were made in the Rules and Regulations of the Chamber.

Deficit in Weight of Coal Waggons

10. Your Committee having received a Communication from an Ahmedabad Coal Firm, regarding deficits found in Coal Waggons, drew the attention of the Agent of the B. B. & C. I. Railway Company to this Complaint. Correspondence is still going on on the subject.

Interviews with Officials.

11. Your Commitee had, during the year under Report, the pleasure of meeting the Hon. Sir T. Wynne, President of the Railway Board; and, later on, Mr. Noel Paton, Director-General of Commercial Intelligence. These interviews were helpful and much appreciated by your Committee who feel that much ground is cleared by such meetings between representatives of the Government and the Commercial Community.

Addition of Members.

12. The increasing patronage given by the Commercial Community to the Chamber will be evident from the fact that there is an addition of 27 members during the year under Report. It is satisfactory to notice the increasing interest the Indian Commercial Community is evincing in systematic work undertaken by the Chamber.

The Journal.

13. Your Committee are glad to say that the journal of the Chamber has made a good progress, both as regerds advertisements and subscri-ers and has begun to pay its own way. Special thanks are due to H. H. the Gaekwad of Baroda, to H. H. the Maharaja Saheb of Bhawnagar, and to H. H. the Thakore Saheb of Limdi for subscribing to copies of the Journal. Thanks are also due to our Contributors.

"At Home" at the Govt. House.

14. H. E. The Governor evinced his usually sympathetic interest in the working of the Chamber by giving an "at Home" to all the members.

Accounts'

15. The Balance Sheet of the Chamber audited by the Hon. Auditor, Mr. Rice, is appended herewith.

ધી ઇન્ડીઅન મર્ચન્ટસ ચેમ્બર એન્ડ બુરેાની કમીટીનેા ૧૯૧૦–૧૧નેા વાર્ષિક રીપેાર્ટ.

૧૯૧૧ના સપ્ટેમ્બરની ૩૦મી તારીખે ભરાનારી વાર્ષિક સાધારણ સભા આગળ રજુ કરવાનેા.

ચેમ્બરનેા ચેાથેા વાર્ષિક રીપેાર્ટ રજુ કરતાં તમારી કમીટી ઘણી ખુશી થાયછે. તેઓએ ચાલુ વર્ષની દરમીઆન ૧૯ સભાઓ ભરી હતી.

નામદાર વાઇસરેાય લૅાર્ડ હાર્ડીંજને સત્કારનું માનપત્ર.

૧. આ વર્ષના ઉપયેાગી કાર્યો માંહે, નામદાર ગવનર જનરલ લૅાર્ડ હાર્ડીંજને સત્કાર ભરેલું માનપત્ર તમારી કમીટી એ અર્પણ કર્યું હતું તે હતું. તેઓ નામદારના માયાળુ, સભ્યતાવાળા અને દીલસેાઝી ભરેલા જવાબની હિંદી વેપારી કેામે ઘણી સારી કદર કરી હતી.

રેલ્વે રીસ્ક નેાટેા.

૨. હાલમાં જે રેલ્વે રીસ્ક નેાટનાં ફારમેા, બી. અને એચ. ચાલે છે તેમાં ફેરફાર કરવાનેા સવાલ વેપારી મંડળની સમક્ષ છેલ્લાં ઘણાં વર્ષેાથી રજુ કરવામાં આવ્યેા છે; પણ હજી સુધી તેનેા કાંઇ સંતેાષકારક નિવેડેા થયેા નથી. તમારી કમીટીએ રેલ્વે બેાર્ડને આ વિષય ઉપર વિગતેાનેા ચર્ચા પત્ર મેાકલ્યેા હતેા અને તે બેાર્ડના સરનશીન ઑન૦ સર ટી. વીને પેાતે આ વિષયને સંબંધે તમારી કમીટીની રૂબરૂ મુલાકાત લઇ જવા રૂપી સભ્યતા બતાવી હતી. આ કમીટીને કહેવામાં આવ્યું હતું કે જો વધારે જોખમદારી રેલ્વે કંપનીઓની ઉપર મુકવામાં આવશે, તેા એ શક્ય છે કે તેઓના દરમાં વધારેા થવા પામે ખરેા. આ મતથી તમારી કમીટી મજબૂત રીતે જુદી થઇ છે, અને તેઓએ એવેા રદીએા આપ્યેા છે કે રીસ્કનેાટ ફેારમેાને લીધે રેલ્વેની ઉપર કેાઇ રીતે વધારેની જોખમદારી નાંખવામાં આવતી નથી; પણ એવી જોખમદારી તેા જાહેર વાહન લઇ જનારાઓએ એક સાધારણ કામ તરીકે ગણવાની છે.

૩. ધી ગ્રેન મર્ચન્ટસ એસોસીએશને જી. આઇ. પી. રેલ્વે તરફથી ઘડી કાઢવામાં આવેલા નવા "વ્હૉર્ફેજ" ના ધારાઓને લીધે જે મુસીબતો વેપારીઓને ભોગવવી પડેછે તે તરફ તમારી કમીટીનું ધ્યાન ખેંચ્યું હતું. આ બાબત વિષે તમારી કમીટીએ લાંબા વખત સુધી તે કંપનીની સાથે પત્ર વહેવાર રાખ્યો હતો અને ઓછામાં ઓછી કેટલીક મુસીબતો દુર કરવામાં આવી હતી, તેવી રીતે માનવાનું તેમને કારણ છે.

"વ્હૉર્ફેજ"ના નિયમો.

૪. તમારી કમીટીને નામદાર સરકારે આપેલા હકની રૂએ તેઓએ ઑન૦ મી૦ મનમોહનદાસ રામજીને તહેવારની કમીટીમાં તમારા ચેમ્બરના પ્રતિનિધિ તરીકે મોકલવા માટે ચુંટી કાઢયા હતા.

તહેવાર કમીટી.

૫. આ ચાલુ વર્ષની દરમીઆન તમારી કમીટીએ વેપાર સંબંધી ભણતરની "ડીગ્રી" નો સવાલ હાથમાં લીધો હતો, અને એવી એક "ડીગ્રી" સ્થાપવાની ઇચ્છવા લાયક વાત છે એવું બતાવનારો પત્ર મુંબઇની યુનીવર્સીટી તરફ મોકલ્યો હતો. તમારી કમીટી તમને જણાવતાં ખુશી થાય છે કે આવી સૂચનાના જવાબમાં યુનીવર્સીટીએ એટલે સુધી કર્યું છે કે કેટલાએક ફેલોઝ તથા ફેલોઝ નહિ તેવા સદ્ગ્રહસ્થોની એક સેબ કમીટી આ વિષય ઉપર રીપોર્ટ કરવાને નિમી છે.

વેપારને સંબંધે "ડીગ્રી."

૬. તમારી કમીટીએ ના૦ સરકારની દરખાસ્તને ટેકો આપ્યો છે; તે દરખાસ્ત એવી હતી કે જંતુઓથી પેદા થતા રોગો જે હિંદુસ્થાનની બહારના દેશોમાંથી આયાત થતા વનસ્પતીના છોડોની સાથે આવી લાગે છે તેના ભયમાંથી હિંદુસ્થાનની ખેતીવાડીની મુખ્ય પેદાશને અટકાવવી.

જંતુઓની મરકી.

૭. ગ્રૉલીઅર ચેંબર ઑફ કોમર્સની સૂચનાને તમારી કમીટીએ ટેકો આપ્યો છે તે એ વિષયમાં કે રેલ્વેની ગાડીઓમાં ઇન્ટરમીજીએટ વર્ગ રાખવાની જરૂર છે; અને તે મુદ્દા ઉપર રેલ્વે બોર્ડ ઉપર પત્ર લખ્યો છે.

"ઇન્ટરમીજીએટ" વર્ગ.

પોર્ટ ટ્રસ્ટના પ્રતિનિધિ ચુંટી કાઢવા વિષે.

૮. તમારી કમીટી ના૦ મુંબઇ સરકારનો ઉપકાર માને છે તે એ કારણથી કે તેઓએ "પોર્ટ ટ્રસ્ટ" માં વેપારી કોમના એક હિંદી પ્રતિનિધિને ચુંટી કાઢવાનો હક આ ચેમ્બરને સ્વાધીન કર્યો છે; અને તેથી કરીને લાંબા વખત સુધી જારી રહેલો ગેરઇન્સાફ દુર કર્યો છે. મી૦ દેવીદાસ માધવજી ઠાકરસીને આ ચેમ્બરના પ્રતિનિધિ તરીકે ચુંટી કાઢવામાં આવ્યા હતા.

કાયદા કાનુનોની ફરી તપાસણી.

૯. જે થોડા વધારાઓ તથા ફેરફારો આ ચેમ્બરના કાયદા કાનુનોમાં ઘણા અગત્યના લાગ્યા હતા તે કરવામાં આવ્યા હતા.

કોલસાનાં વેગનોનો તોલ ઓછો થવા વિષે.

૧૦. અમદાવાદની કોલસાની પેઢી તરફથી તમારી કમીટીને એવું લખાણ મળ્યું કે કોલસાના વેગનોમાં તોલ ઓછો થતો હતો; તે ઉપરથી તે ફરીયાદ તરફ બી. બી સી. આઇ. રેલ્વે કંપનીના એજંટનું ધ્યાન, કમીટીએ ખેંચ્યું. હજુ સુધી તે વિષય ઉપર પત્ર વહેવાર ચાલ્યા કરે છે.

અમલદારો સાથે મુલાકાત.

૧૧. રીપોર્ટ કરેલા વર્ષની દરમીઆન તમારી કમીટીને ઑન૦ સર ટી. વીન કે જેઓ રેલ્વે બોર્ડના સરનશીન છે તેની તથા મી૦ નોએલ પેટન કે જેઓ વેપાર સંબંધી બાતમીના ડીરેકટર જનરલ છે તેઓની મુલાકાત લીધાથી ખુશી થાય છે. આ મુલાકાતો ઘણી મદદ કરનારી હતી અને તમારી કમીટીએ તેની ઘણી કદર કરી હતી; જેઓ એમ ધારે છે કે ના૦ સરકારના પ્રતિનિધિઓ તથા વેપારી કોમની વચ્ચે આવી મુલાકાતો થવાથી ઘણી હકીકતોનો ખુલાસો થઇ શકે છે.

સભાસદોનો વધારો.

૧૨. વેપારી કોમ તરફથી જે હિમાયતીવાળી વધારે ને વધારે મદદ ચેમ્બરને મળે છે તેની ખાત્રી ચાલુ સાલની દરમીઆન જે ૨૭ સભાસદોનો વધારો થયો છે તેનાથી થઇ શકશે. આ ચેમ્બરે માથે લીધેલા પદ્ધતિસર કામ કરવા તરફ હિંદુસ્થાનની વેપારી કોમે જે કદરની વધતી જતી લાગણી બતાવી છે તેની અહિં નોંધ લેતાં સંતોષ થાય છે.

માસીક.

૧૩. તમારી કમીટીને જાહેર કરતાં ખુશી થાય છે કે આ ચેમ્બરનું માસીક જાહેર ખબરો તથા ધરાકો સંબંધે સારી રીતે આગળ વધી ગયું છે, અને તેનો ખર્ચ પોતે કાઢે છે. વડોદરાના નામદાર ગાયકવાડ સરકારનો, ભાવનગરના ના૦ મહારાજ સાહેબનો, લીમડીના ના૦ ઠાકોર સાહેબનો માસિકની નકલો લેવા માટે ખાસ ઉપકાર માનવો ઘટે છે; લેખ લખનાર નો પણ આભાર માનવો ઘટે છે.

ગવર્નમેન્ટ હાઉસમાં એટહોમ.

૧૪. આ ચેમ્બરના કામકાજ તરફ પોતાની હમેશની દીલસોજી ભરેલી લાગણી નામદાર ગવર્નરે એવી રીતે બતાવી કે તેના સઘળા સભાસદોને એક "એટહોમ" પાર્ટી આપી હતી.

હિસાબ.

૧૫. આ ચેમ્બરનું બેલેન્સ શીટ મી૦ રાઇસ કે જેઓ ઑનરરી હિસાબ તપાસનારા છે તેમણે તપાસી લીધું છે, અને તે શીટ તપાસેલું આ સાથે રજુ કરવામાં આવ્યું છે.

ધી ઇન્ડીઅન મર્ચન્ટસ ચેમ્બર ઍન્ડ બુરોના

આવક અને

	રૂા૦	આ.	પૈ.
ગયા વર્ષના બાકી બેંચેલા	૪,૫૭૧	૧૪	૫
ચેમ્બરના મેમ્બરોનું લવાજમ...	૫,૩૮૫	૦	૦
માસિકનું લવાજમ	૭૦૧	૭	૬
જાહેર ખબરની ફી	૮૪૪	૧૨	૪
વ્યાજ	૨૧૬	૬	૨
કુલે.....	૧૧,૭૧૯	૮	૫

ઉપલો આવક અને ખર્ચનો હિસાબ ચોપડીઓ અને ઓચરીઆ સાથ તપાસ્યો છે અને બરાબર છે, એમ હું ખાત્રી પુર્વક જણાવું છું. એ ઉપરાંત મેં બેંકના સરવાયા સાથ અને તેની રસીદો સાથ ઉપલો હિસાબ મેળવ્યો છે.

મુંબઇ, તા૦ ૨૦મી સપ્ટેમ્બર ૧૯૧૧.

આરથર સી. રાઇસ, એ. સી. એ.
ચાર્ટર્ડ એકાઉન્ટન્ટ—ઑન૦ ઑડીટર.

૧૯૧૦-૧૧ વર્ષના (સપ્ટેમ્બર ૧૯૧૦ થી ઑગસ્ટ ૧૯૧૧.)

ખર્ચનું સરવાયું.

	રૂા૦	આ.	પૈ.
ઑફીસ ખર્ચ	૨,૭૬૪	૮	૪
પોસ્ટેજ અને ગાડી ભાડું	૨૧૩	૬	૦
પરચુરણ ખર્ચ	૩૬૭	૧	૨
બહારનાં માસિકો વગેરેનું લવાજમ	૪૧૬	૨	૧
સ્ટેશનરી	૧૭૧	૧૪	૦
ચેંબરના રીપોર્ટની છપામણી વગેરે	૧,૧૬૯	૩	૦
માસિકની છપામણી	૧,૫૬૩	૩	૦
જાહેર ખબર ઉપર કમીશન	૧૩૮	૧	૩
ફર્નીચર	૩૨૯	૦	૦
બેંકમાં ડીપોઝીટ મુકેલી (પાંચ ટકા લેખે બોમ્બે મર્ચન્ટસ બેંક)	૩,૦૦૦	૦	૦
ઇન્ડીઅન-સ્પેશી બેંકમાં	૧,૫૩૫	૧૪	૮
હાથમાં રોકડા	૫૧	૨	૧૧
કુલે.....	૧૧,૭૧૯	૮	૫

મનમોહનદાસ રામજી,
પ્રમુખ.

પુરશોતમદાસ ઠાકોરદાસ,
ઉપપ્રમુખ.

જયસુખલાલ કૃષ્ણલાલ મહેતા,
સેક્રેટરી.

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Government of Maharashtra
on 01 February, 2020